

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 229.] LONDON, THURSDAY, DEC. 6, 1866.

[Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

		From London.	Arrived out.	Homeward.
				Arrived in London this day.
JAPAN—	Yokohama	Aug. 27	Oct. 16	Oct. 16
	Nagasaki			
	Hakodadi			
CHINA—	Peking	Aug. 27	Oct. 11	Oct. 21
	Tien-tsin			
	Chefoo			
	New-chwang			
	Hankow			
	Kiu-kiang			
	Chin-kiang			
	Shanghai			
	Ningpo			
	Foo-chow			
	Formosa—Tamsuy	Sept. 10	Oct. 23	Oct. 27
	Amoy			
	Swatow			
	Hong Kong			
	Canton			
PHILIPPINES—	Manila	Sept. 26	Oct. 28	Nov. 3
	Cochin-China			
SIAM—	Bangkok			
	Bornéo			
JAV—	Labuan			
	Sarawak			
MALACCA STRAITS—	Batavia			
	Singapore			
	Penang			

The Malta and Alexandria cable being still out of order, we have no news of the next mail, due on the 14th inst., having reached Suez.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Ripon, from Southampton, Dec. 4.—To Ceylon: Mr. H. Irwin, Mr. and Mrs. E. Fuller, Mr. A. H. Davidson, Mr. P. Le P. Bookey, Miss Bookey, Mr. J. Maclean, Mr. Hippley and brother, Mr. and Mrs. G. Armitage. To Singapore: Mr. T. E. S. Stephens. To Shanghai: Miss Lapraik. To Hong Kong: Miss Roy, the Rev. J. Kingston, R.N.
From Marseilles, Dec. 12.—To Ceylon: Mr. Smeaton. To Hong Kong: Mr. H. J. Such, Mr. W. Toller. To Penang: Mr. J. Thomson, Mr. R. Maxwell, To Singapore: Mr. Thomas Dickson.
Per P. and O. steamer, from Marseilles, Dec. 20.—To Singapore, via Bombay: Mr. C. G. McClelland.
Per P. and O. steamer, from Southampton, Dec. 20.—To Yokohama: Mr. Hooper, Mr. Barber. To Hong Kong: Mr. Webb, Mr. A. S. Bradley, R.N.
From Marseilles, Dec. 28.—To Hong Kong: Mr. C. Morgan. To Yokohama: Mr. and Mrs. Thorel. To Penang: Mr. and Mrs. Hackett.
Per P. and O. steamer, from Southampton, Jan. 4.—To Ceylon: Mr. and Mrs. G. Vetch, Mrs. Wormald and two children, Mr. and Miss Allen, Mrs. Albert and child. To Hong Kong: Mr. Ridgway. To Singapore: Miss Gale.
From Marseilles, Jan. 12.—To Penang: Mr. H. J. D. Paddy. To Ceylon: Mr. and Mrs. Boustead. To Hong Kong: Mr. Still.
Per P. and O. steamer, from Marseilles, Jan. 20.—To Hong Kong, via Bombay: Mr. Hitchcock.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Since last advices from this port three mails had arrived out, namely, those of 10th, 17th, and 27th August; the latter was received on the 16th October, the day on which the present homeward mail left. No diplomatic news is recorded, except the departure of the Belgian Minister for China.

The *Japan Herald* says that Stotsbashi is confirmed as Shioگون, and this is now proclaimed among the Japanese. He has placed himself at the head of his forces, and new spirit is infused into all the Government operations. There have

been three engagements since he took command. One in the Province of Aki, and a second in Iwami. In both of these Choshii's troops were routed. As, however, the idea prevailed in the Shioگون's army that a large body of Choshii's force was close at hand in each case, they did not pursue beyond a limited distance. At Kokura, Ogasawari-no-kami has had a decided advantage over Choshii's invading force, driving them across the strait to Simonoseki, pursuing them, and taking the heads of upwards of two hundred men. Ogasawari-sama having obtained this victory, burnt the village or town of Kokura, and taking two of the men-of-war steamers, embarked with a large portion of his force, ostensibly for Nagasaki, but in reality to join the Shioگون. Stotsbashi is showing the utmost activity in every department. He is getting his army into fine order and concentrating his forces. Ogasawari-Iki-no-kami has joined the Shioگون with his contingent, and decrees have been issued respecting Choshii. We are still, however, led to believe that the Shioگون earnestly desires peace, and that his great energy is exhibited to this end.

The remains of the late Shioگون have been conveyed to Yedo in the recently purchased steamer *Dumbarton*.

An embassy is to start by the next mail (English or French we know not) from Stotsbashi to the Emperor of Russia. The Envoy is Koidé Yamato no Kami, Governor of Hakodadi, and a newly appointed Governor of Foreign Affairs. He takes a portrait of Stotsbashi to the Emperor, and a letter stating that he would have desired to have seen the Czar in person, but as his affairs here are so very urgent he sends his Minister, who will present to his Majesty his picture. The object is to define boundaries, and arrange the Saghalien difficulties.

Kamakatsu Oomi-no-kami, long governor of the Japanese college at Benten, is appointed a Governor of Foreign Affairs, but will continue to reside principally in Yokohama. We rejoice in this appointment, as his acquaintance with the lights and shades of European character renders him capable of forming a more correct judgment than most of his compeers are able to do; and as he is a man of known integrity, high-minded and very intelligent, the best results may be expected.

The *Herald* says the following may be thoroughly depended upon as authentic respecting the death of the late Shioگون:—"The Shioگون, although so young, was in a state of health for some months past such as to give cause for uneasiness. He had heart disease besides a tendency to dropsy. Added to these, lately, kake, the malady we have before described, had shown itself, but the real and immediate cause of his death was disease of the heart. He suffered very much from rheumatism three years ago, which laid the foundation of the complaint he died of. As every effort and all the skill of his native physicians had no beneficial effect, Dr. Bauduin, Superintendent of the Medical College at Nagasaki was sent for. He arrived at Osaka on the 22th August, but found that he was too late, as the Shioگون died before he arrived. Finding his services were not required, Dr. Bauduin at once proceeded from Osaka to Yedo. The Shioگون felt acutely the non-success of his army on the opening of the war; and this, operating on his spirits, the sufferings he endured from kake, and the general unhealthy state of his body, all helped to hasten the crisis. He was twenty-one years of age, and it is not surprising that with such accumulated infirmities he was unequal to the exertion the troubles of his Government called for.

The *Japan Times* says:—"The position of Stotsbashi at present is this:—He has been named as heir to the late Shiogoon, but has not received a commission from the Mikado to assume the vacant post. Kishi, the late Shiogoon's uncle, and commander-in-chief of his forces has resigned his command which Stotsbashi has taken up, and he is now with the troops. The Daimios in Osaka are stated to be getting tired of the war, which keeps them away from their territories and forces them to retain large bodies of men in the capital at their own expense. Everything seems to portend a speedy termination to this unhappy civil war, which is desolating a fine part of the country, raising the price of provisions and labour everywhere and creating general discontent. Should its result be, as we have reason to anticipate, a radical change in the constitution and Government of Japan, it will be well for her and the rest of the world."

The *Japan Times* says:—"Our silk market has shown more activity during the past fortnight, as reference to our commercial record and to the cargo list of the *Labourdonnais* will show. We have to note the arrival by the last English mail of an agent of the Peninsular and Oriental Company. The position of this association here is not by any means satisfactory, and we cannot see how it will be able to maintain its line in the face of the French and American opposition, without what it should have received from its first start, a fair subsidy from our Government. It is true that the wants of the trade here at present would be fully supplied by two steamers a month, and if the P. & O. ran its vessels only alternately with those of the Messageries, the line might be made to pay. It certainly cannot do so at present, when one of its steamers which runs concurrently with the French ship almost invariably goes away with a freight which must leave a heavy loss upon the voyage. But at the same time it might, on occasion, be most prejudicial to English interests to ship the entire export of each alternate fortnight in a foreign bottom, and we trust that the company will succeed in obtaining the same assistance from our own executive as that given by its rivals by their respective Governments. But at the same time some radical change in its own management must be made; for, subsidy or no subsidy, merchants here will not ship silk in the P. and O. steamer when they have the opportunity of sending it by another which, starting only twenty four hours before it from this port, places its valuable freight in consignees' hands in England five or six days earlier. And when the American line is started, both English and French will have to cede to it all the freight from this port, so far as the carriage to Hong Kong is concerned. From Yokohama to Hong Kong direct is the natural route for Japanese produce, and the communication between Shanghai and this had better be left to private steamers."

NAGASAKI.

The following is from Messrs. Alt and Co.'s Market Report:—
IMPORTS.—A decided improvement has manifested itself in our import market during the month. Grey Shirtings, White Shirtings, and T-Cloths are in small demand at quotations; Dyed Brocades, Damasks, Turkeys Red Cambrics, and Prints are also in fair demand; White Spots, Brocades, and Fancy Prints are dull of sale, with large stocks of the latter. Taffetellies are also in heavy stock, but with improved inquiry. Camlets are saleable at quotations, but holders are firm stocks being light. Long Ells, Scarlet and assorted, Black Velvets, Figured Orleans, and Camlet Cords, are wanted, and stocks also light. Lustre Orleans are more inquired for. Metals share to some extent in the general improvement. Spelter and lead are wanted at quotations. Fine Nail Rods and Pig Iron are also in demand, but other descriptions are dull of sale. Of Coal there is no stock, but prices, which are to some extent governed by those current in Shanghai, are lower.

EXPORTS.—Produce continues in good demand at advanced rates for general staples, owing principally to the necessity some people are under of making purchases to fill chartered vessels. Vegetable Wax and Tobacco remain in demand at a further advance for the latter. Galls and Camphor have been settled to a small extent. In Copper or Cotton nothing has been done. Tea: Less anxiety being exhibited on the part of operators, our dealers show more inclination to quit their stocks, and prices may be considered about \$2 lower. As supplies of good medium leaf, however, continue to arrive freely, a further decline may be anticipated. Settlements for the month are estimated at 1,800 piculs. Silk: No supplies have reached us.

EXCHANGE.—Doct. bills on London, at 6 months' sight, have been sold at 4s. 8d. On Shanghai, 10 days' sight, 1 per cent. prem. On Hong Kong, 10 days' sight bills are offering at 1 per cent. dis. Ichibous 310—nominal. Freight.—To London, £2. 10s. New York £3, nominal. Shanghai, \$3.50 to \$4. Hong Kong, \$3.50 to \$4. Tonnage is still equal to requirements. Vessels loading:—The *William Mitchell* and *John Bunyan*, for London, and the *Nippon* for Sydney, N.S.W.

EXPORT OF TEA FROM ALL JAPAN.—From 1st June to 30th September, 1866: From Nagasaki to United Kingdom 123,037 lbs.; to United States, 421,885 lbs.; from Yokohama to United Kingdom, 92,089 lbs.; to United States, 1,204,271 lbs. Total from all Japan, 1,841,282 lbs.; against same period last year, 1,114,899 lbs.

KOREA.

The truth of the telegram from Kiachta published in our issue of the 5th ultimo, is fully confirmed as far as regards the loss of the *General Sherman*, and the massacre of the crew; while that portion of it announcing war between France and Korea is amply justified by the fact that the French forces have actually been in hostile collision with the Koreans. Two Chinese junks which arrived at Chefoo on the 12th brought the following report:—

The captain of one of the junks was engaged by Mr. Thomas, the interpreter on board the *General Sherman*, to pilot her up the river Phieng, and thus became acquainted with that gentleman. Mr. Thomas, it will be remembered, came to China some years ago under the auspices of the English Mission, and has lately made a trip along the Korean coast for the purpose of obtaining some knowledge of their language and with the further object of making an exploring tour to the interior. The junk captain took the schooner up the river four tides. By this time an alarm had spread among the natives of the presence in the river of a piratical vessel with a large crew and having armament. The protestations of Mr. Thomas that the vessel was a peaceful trader were of no avail; business of all kinds was suspended, and the natives began to collect in large numbers on the banks of the river. The friends of the junk captain, whose vessel it would seem had followed the schooner thus far, demurred at his proceeding further up the river, saying that if he were killed they would not dare to return to Yen-tai. Yielding to their solicitations he left the schooner at a point opposite Little Phienganso. Those on board the schooner were determined to proceed. The junk then came direct to Chefoo, with the report that a foreign schooner had been wrecked opposite Phienganso, and all on board burnt, with the vessel. The *General Sherman* is the only schooner known to have been on the Korean coast, and it is certain that it is she who met this fate.

The French admiral returned from Korea to Chefoo early in October. The exploring squadron having reached the Bay of Prince Jerome, the Korean pilot on board pointed out the mouth of the river leading to the capital. The gunboat *Derouledé*, commanded by Lieutenant Richy, was immediately ordered off to sound, and if possible to reach the town of Kang Hoa, about one-third of the way up to the capital. The gunboat ascended the river against a current running five miles an hour, and found it practicable as far as Kang Hoa, and the commander, having made drawings of the island on which this town is situated, and also a plan of the river, returned to the Admiral. The next day the Admiral embarked on board the *Derouledé*, and in company with the *Tardiff* made his way up to Kang-Hoa. It appears that the steamer *Emperor* had lately reached this place by another channel of the same river, which meets the stream ascended by the French gunboats at that spot, and a town on the other bank was taken by the captain of the *Emperor* for the capital. The French gunboats concluded the ascent of the river from the point where the *Emperor* terminated her observations and surveys, for about twenty miles; and then came in sight of the walls of the city of Say-ool, the capital and residence of the King. On their way thither they found great difficulties; continual shoals, rocks and sharp turnings, together with the rapidity of the current brought them to a stand several times. They found several stone forts along the river side, with guns mounted. On their way the Mandarins collected a fleet of junks to bar the passage, but after a warning and a round shot, they dispersed and left the road clear. The authorities came on board and presented the French with provisions, a fat ox amongst other things, and requested them to withdraw. After taking drawings, soundings, and plans, the Admiral gave orders for the *Derouledé* to turn her course down the river, but very soon after the *Tardiff* was fired at; both gunboats returned the fire and dispersed the soldiers. At Kang Hoa they were again fired at, and again were obliged to send a few shot in return. The forts seemed swarming with soldiers, with flags, and armed with muskets; the soldiers also wore Japanese swords. After some little trouble the gunboats rejoined the *Primangnet* which had been waiting for them at the mouth of the river, and the squadron returned to Chefoo. The expedition leaves for Korea immediately. While off the coast they heard that the American schooner *General Sherman* had been wrecked and all hands murdered; this has since been confirmed by a junk arrived from the Korean coast. The Koreans who held intercourse with the *Emperor* have all had their heads cut off.

CHINA.
CHEFOO.

Mr. Thomas L. McCready, of the firm of Allen and Co., has arrived at Chefoo in the *Nansing* with a view of endeavouring if possible to obtain intelligence respecting the people on board the *General Sherman*. He will go on, if necessary, from Chefoo to Tientsin and thence to Peking; where he will obtain a passport from the United States' Legation and will then continue his journey to Moukden, where he will endeavour to procure the assistance of the Chinese authorities in tracing out the facts connected with this matter. It is believed by some to be not altogether without the bounds of possibility that the Koreans may have taken the foreigners to the barrier and have handed them over to the Chinese. Should such be the case there may be some difficulty in finding them out, as the Mandarins at Moukden have upon more occasions than one thrown foreigners into gaol to avoid the expense of sending them on to their proper authorities. It is not very long ago since Mr. Meadows, the British Consul at Newchwang, was instrumental in obtaining the release of four Russians, who had been for a lengthened time in prison at that place, and the attempt made to induce Captain McCaslin and the crew of the steamer *Surprise* to take up their quarters in a gaol, would probably have resulted in their being similarly detained, had they allowed themselves to get into the mandarins' power to that extent. The plan contemplated by Mr. McCready of going to the barrier in company with Chinese officials will probably prove the most satisfactory that could be devised; as the Koreans are familiar with the Chinese authorities, and their presence will secure the matter receiving attention at head-quarters.

SHANGHAI.

Dates hence are to the 21st October. The outward mail of August 27 was delivered on October 11. The only interesting item of news is a meeting of the Chamber of Commerce, at which the subject of railway communication was alluded to and a line by the sea wall to Hangchow recommended as the least likely to excite objection, as a first attempt. Another letter, written by the Chamber to Sir Rutherford Alcock, regarding the navigation of inland waters by small steamers, was laid before the meeting, together with a curt reply by the latter, simply saying that he saw no reason to change his previous decision. Resolutions were passed condemnatory of the shortening of the usance of bills, and pointing out the hardships of the present rule in reference to Custom-house seizures. The conduct of H.B.M.'s Consul at Canton in the *Prince Albert* case was blamed; and a resolution passed reducing the future rate of subscription to £1s. 25. Messrs. Hargreaves, Bryans, Probst, Turing, Tyson, Duncanson, Johnson, and Iveson were elected to be the committee for the ensuing year.

The *North China Herald*, in commenting on the *Lubra* piracy and murder case, remarks:—"It is sincerely to be hoped that the efforts of the police to discover the perpetrators of the crime will prove successful; though the hope arises rather from a desire for vengeance than from any confidence that punishment will avail to prevent similar outrages in future. Exclusion of the piratical vessels which have hitherto found a refuge in Hong Kong harbour, and execution of every pirate who falls into our hands, will do little towards the suppression of piracy as an institution, or to save the lives of future captives. So long as pirates find immunity in the weakness of their own government, and a safe refuge under the eyes of their own officials, piracy will continue to flourish in Chinese waters. All the efforts of the English gunboats, which have now for years patrolled the Chinese waters, must utterly fail to eradicate a disease of which they cannot reach the fountain head. However vigorous a crusade may be carried on, many vessels may be captured or destroyed, others will continue to be equipped in their stead, so long as the native officials lack either the power or the will to control the movements of the piratical fraternity on shore, in their inlets and harbours. One object of Admiral King's visit to Peking is said to be to concert with Sir Rutherford Alcock measures for the repression of piracy. If the latter can impel the Chinese themselves to more vigorous action in the matter, he will have gained an important step towards their end."

HONG KONG.

The present mail brings advices to the 27th October. The English mail of September 10 arrived out on the 23rd of October.

(FROM OUR OWN CORRESPONDENT.)

Even at the present day,—when the boast of *Civis Romanus*

sum, which was until so lately looked upon as the legitimate assertion with which a British subject might express his inviolability, has entirely lost the significance given to it by vigour of Lord Palmerston's policy,—it may be supposed that the intelligence from Korea which this mail takes home will not be looked upon with utter indifference in England. The news of the miserable fate that has befallen British and United States' subjects at the hands of the ferocious potentate who sways the Government of Korea has horrified even the apathetic communities of the Chinese ports, and but one sentiment—the desire for speedy vengeance—is expressed on all sides. Significantly enough, however, the results of the Russell-Gladstone policy are seen in the anticipations that are expressed of hostile action being taken by the French and United States' vessels of war, whilst the assertion of British power is looked upon as so very unlikely as to be scarcely discussed as a possible event. The destruction of the *General Sherman* in the river near the Korean capital has been ascertained almost beyond the possibility of mistake from two quite independent sources, namely, from a French missionary who accompanied the French exploratory expedition to the coast of Korea, and from a Chinese trader, who came forward recently at Chefoo and volunteered a statement of all he knew concerning the massacre of the Europeans and the destruction of the schooner on board which they had entered the river. His story has been published in the newspapers here, and will therefore reach you in full by this mail. There can be no doubt that the voyage of the *General Sherman* was a most foolhardy undertaking, and that those on board proceeded with their lives, it may be said, in their hands; but it is most fervently to be hoped that the British Government will not seek in this fact an excuse for ignoring the outrageous and murderous savagery of the Korean Government. It may be, however, that before orders for any action by the Admiral on this station can reach China the capital of Korea will be in the possession of a French naval brigade. The entire available force of French vessels of war in these seas is already assembled at Chefoo, and rumour has it that a portion of Korean territory is to be forthwith occupied, pending instructions from Paris which shall authorise an advance upon the capital for the purpose of avenging the massacre of the French missionary priests. The time has obviously arrived for reading an unmistakable lesson to this last of Asiatic tyrants, and great will be the pity if the British flag finds entrance into his dominions only under sufferance of our French allies.

As regards any commercial advantage to be derived from the "opening" of the country, no very sanguine expectations are entertained here, though it appears by no means improbable that under an enlightened and liberal regime both the productive capabilities of the country might be rapidly stimulated, and a market created for the consumption of textile manufactures.

In previous letters I have already mentioned that a memorial to the Home Government from the Hong Kong Chamber of Commerce, urging the opening of the port of Shuey Tung, on the west coast of the Canton province, has been talked about for some time past, and I now learn that the U.S. steamer *Wachu-sells* has been sent down in the direction of Hainan for the purpose of reaching if possible the port of Kiung-chow (which, though included in the Treaties in the list of open ports, has never yet been formally declared open), and reporting on its capabilities.

The coolie trade at Macao continues to excite great attention, and the interior swarms with crimps, by whom hundreds of wretched Chinese are brought down in daily batches to the barracoons of that iniquitous settlement.

The commercial rumours here are so distressing and at the same time so vague that I refrain from doing more than alluding to their existence.

The latest mercantile quotations are as follows:—

Exchange Bank, six months' sight, 4s. 6½d. to 4s. 6¾d.; Credit, do., 4s. 7¼d.
Grey Shirtings: 8-4 lbs., \$3.80 to \$3.85; do., 7 lbs., \$3.45 to 3.50.
Freight to London: £1 10s. per ton of 50 cubic feet.
Tea: Congou, small sales at Canton at 27; S. O. Pekoe, 24 to 27.
Silk: No. 1 Loong Kong, at Canton, 600 to 620; Tsatlee reel, 620 to 645. Small sales.

In a heavy gale experienced at Macao two vessels drifted from their anchorage. One of them, recently under the British, at present sailing under the Russian flag, called the *Avon*, was carried out to sea and went ashore some distance below Macao, was subsequently brought in by the steamer *White Cloud*, which

was chartered for the purpose. She had nearly completed taking in her number of passengers for Havana. The other craft, a French one, the *Sagittaire*, with a full complement of coolies, also drifted and has not yet been heard of, although the steamer *Fire Dart* had been out to search for her.

The arrival of the Chief Justice, the honourable John Smale late Attorney-General of this colony, determines the acting appointment so long held by Mr. Ball. During the four years that gentleman has been in the colony (says the *Hong Kong Mercury*) he has certainly been seated for three years and a half on the bench of the Supreme Court, and it would hardly be gracious to permit him to step down from the position he has so worthily filled without some acknowledgment by the public of his attention to the business of his Court, of his patience and urbanity, of his impartiality, and of the general satisfaction with which his judgments have been received. If any fault has to be found with him it is that he leaned too strongly to the side of mercy in criminal cases, and appeared to strain a point very frequently in favour of a prisoner. His unflinching application of the powers intrusted to him by the clauses of the flogging ordinance in every case to which they could possibly be made applicable merits the gratitude of all. He resumes, we believe, the duties of his appointment as Judge of the Court of Summary Jurisdiction, while Mr. Whyte devotes himself entirely to his magisterial duties. He too has done well in his acting appointment, and gave satisfaction to the suitors frequenting his Court by his general disregard of all legal technicalities, and his habit of deciding each case on its substantial merits. His decisions were very equitable.

Five-cent pieces (the *Mercury* informs us) are in course of manufacture at the Mint for some of the banks, for whom, too, the twenty-cent pieces, and in fact a large proportion of the small change, is being coined. A profit of ten or twelve per cent. will, we have been told, be derived by the banks from the investment, as the smaller coins are not intrinsically of the value they represent, but are only tokens circulating at a fictitious value. If this is the case—that is, if the banks derive a profit from the conversion of dollars or sycee into ten and twenty-cent pieces even after paying the seigniorage and premelting fee, we cannot understand why the Government did not secure that profit for itself by calling in a proportion of the existing currency and having the amount so called in converted into small coin and issued at once. This operation, by no means a difficult one, would have had the effect of diminishing the heavy loss that must be incurred by the colony on account of the Mint. We may possibly be basing our remarks on unreliable information. The profit on the smaller coins may not be as considerable as we have been informed. No harm, however, can be done by calling the attention of the Government and the public to a matter which may be of importance in connection with the Mint question.

The report of the Bremen barque *Perle* shows the violence of the typhoon which raged on the 29th and 30th September. She left Taiwanfoo on September the 28th; had a fresh gale of wind from the northward and a high rough sea from the same quarter, on account of which she could not discharge cargo; about noon all communication with the shore was completely interrupted; barometer going down, prepared for a storm, and were ready to slip; vessels at anchor, Swedish barque *Bengal*, Hamburg barque *Atalanta*, Bremen barque *Perle*, three-masted schooner *Japon* and *Willy*. At midnight heavy northerly storm, the *Willy* and *Bengal* were dragging their anchors; glass still going down.

The *Evening Mail* says:—"Mr. Tonnachy, the Registrar-General, has discovered the existence of a den of kidnappers, and brought up some twenty-five Chinese who had been illegally detained therein. The names of one or two 'eminent' Europeans are freely mentioned in connection with the existence of this disgraceful establishment, but we of course refrain from comment until the actual facts of the case are further elucidated. Hitherto the only firm mentioned publicly in court is that of Messrs. Bourjau, Hubener and Co., whose well known abhorrence of the coolie traffic is a sufficient answer to any who would endeavour to fix upon them the guilt of maintaining such an establishment. Some interesting details will probably be evolved when the case is heard. We congratulate Mr. Tonnachy on the zeal and sagacity he has displayed. No less than eight Macao crimps have been executed lately at Canton."

Linkee, a Chinese contractor, lately kidnapped, and for the detection of whose kidnappers a reward of five hundred dollars was recently offered by the Colonial Government, has at length

returned. It appears that his kidnappers took him to a village some fifty miles above Canton, and there detained him until he agreed to pay up a ransom of \$4,500, which, hopeless of gaining his freedom in any other way, he eventually consented to do. We trust that the Government will move the Chinese authorities to take steps to discover and punish the kidnappers.

Fourteen Chinese had been flogged in one day at the public whipping post, Queen's-road West. The ceremony attracted a large crowd, among whom were many countrymen of the culprits. We have had occasion lately to notice the diminution of offences by the Chinese, and it is possible that this public mode of punishment may have had a deterring effect upon them.

We are glad to learn that the assay question regarding the new dollars has been satisfactorily settled at Canton, and they will shortly be proclaimed legal tenders at that port in payment of Customs duties. We trust that the sagacious example shown by the Canton Commissioner will be followed at other ports.

Saturday the 29th, at 4 A.M., hurricane-like storm from N.W. and a tremendous swell from the West; the glass rising, hoped for a favourable change in the state of the weather; about 5 A.M., the Japan parted cables and was soon lost out of sight; heavy showers of rain were fast succeeding one another; at daybreak had only the *Atalanta* with us; no change of wind and weather, glass being stationary. Struck topgallant masts and took every other possible precaution. About ten o'clock the storm commenced in hurricane-like squalls from the westward, the sea increasing at a fearful rate; the ship was riding heavily, the sea continually washing over her; at 10.30 A.M. in an awfully heavy sea parted our chain, when we were heading N.W.; the westerly swell made the ship pay off to the northward; hoisted immediately foretopmast staysail, loosed our topsails, sheeted some close reefed foretopsails; kept close reefed maintop sail shakiing, put the helm hard a port, hoisted the jib, and she fell off to N.E. by E. All at once a heavy ground swell broke right over us in 5½ fathoms of water; the ship broached to and drifted broadside on; let go our second and third anchors, paid out all chain, shackled the ends round the foremast; the windlass alone could no longer be trusted, although it had been sustained by stanchion tackles; furlled the sails, or what was left of them. The ship dragged her anchors at a rapid rate, breakers all around us; had no other alternative left us but to cut away the masts, to prevent the ship being dashed to pieces within the next few minutes; cut away the masts accordingly, when the ship ceased dragging her anchors, and ship and cargo could be considered safe. Heavy ground seas were still breaking all over the vessel, smashing to pieces the boat, watercasks, companion-ladders, gig, sty, hencoops, and many other things; the rest of the day sea and rain as heavy as ever; in the afternoon the storm gradually decreased, the glass rising; made a raft to save our lives if required.

Sunday, the 30th of September, moderate storm from west by south, soon dying away to a stiff gale of wind. Less swell and rain than yesterday. At daybreak saw to the southward of us the *Willy* high and dry, and another schooner close to her; found our third cable was sprung; the vessel was still knocked about most fearfully; in the afternoon succeeded in rigging a jury mast on the fore deck; kept the pumps sucking.

Monday, the 1st October. The weather moderating; rigged a jury-mast on the poop. At nightfall took on board the shipwrecked crew of the Dutch barque *Pylades*, lost the night previous; close to her a British barque was lost, and a 3-m. schooner capsized; were towed towards our old anchorage on the following day and left Taiwanfoo on the 18th October, jury rigged; experienced strong gales and heavy running sea from the northward; anchored on the 20th, at 10 A.M. in the Lamma Channel; at 8 P.M. in Hong Kong roads.

SIAM.

The *Bangkok Recorder* gives the following details of the rebellion in Upper Burmah. The intelligence from Mandalay is to the effect that on the 2nd August two sons of the King of Burmah murdered their uncle the Ein Shee Meng. After that by their orders two of their half-brothers, three of the Woon-gyees and other leading men were murdered. The Thongzay Prince, who formerly came to Rangoon, has escaped from the city. There appears every probability that no more bloodshed will take place. All Europeans are safe and unmolested.

No difficulty as respects intercourse between the Burmese and British Governments is anticipated.

Since the accession to the throne of the present King in December, 1852, his brother by the same mother, called the Elin Shee Meng, was regarded both by the Court and the population as the heir apparent to the Throne. The meaning of the Burmese title by which he was addressed implied this heirship. But as the King and the royal brother were both rising in years, the former being fifty-five and the latter fifty-two, the younger branch thought it high time to act as all their predecessors had done—to strike for the throne. A Burman monarch never dies in power. He is generally either put down by some conspiracy or placed in confinement. King Tharawad-dee, the father of the late and present Burmese Sovereigns, was made a prisoner by his eldest surviving son, who mounted the throne and retained his father a captive during the remainder of his life. Similarly the Paghan Meng, the late King, was hurled from power by a rising of the people at the capital, during the late war with the British Government. He was considered a mere puppet in the hands of a few persons and utterly unfit to govern. The Men-doon Meng then mounted the throne, and has kept his half-brother, the Paghan Meng, a prisoner ever since. The deposed King has no sons.

By the events which have taken place at the Burmese capital within the last few days, the throne of the present and very popular King seems to be shaking. A rebellion is always a precursor of a revolution. The game for the throne lies between the Thongzay Prince and the Mengoon Prince. Both of these princes are half-brothers, being born of different mothers.

According to Burmese custom, the prince who aspires to the throne escapes as quietly and as quickly as he can from the Royal city. In the country, he and his followers raise the standard of revolt. They rally all the banditti and decoits throughout the country, and lure them on by promises of plunder. As the game is still playing, it is impossible to tell who will be the next King of Burmah. That the good and friendly King will be dethroned there is no doubt. His life will be spared, and the remainder of his days will be spent as a captive. As it is unusual to retain two deposed Kings at one time in the Royal city, the fate of the Paghan King may be considered as decided. He will be quietly put out of the way.

Two of the three Ministers of State who have been murdered are known, one was the Myadoun or Commander-in-Chief of the city, of the Royal troops, of the arsenal and palace. The other was Loungshay, the King's special and confidential friend and adviser in all matters pertaining to the welfare of the kingdom. The name of the third is not known. Among others who have been assassinated in the course of recent events is the celebrated Moun Oke, the ex Burmese Governor of Rangoon, to whose rapacity and ferocity toward Europeans the last war was attributable. He held no office, but his brother is Master of the Horse and Governor of Moke-so-bo, the district just north of the capital.

Lieutenant Bagge, of the Royal Engineers, who completed the demarcation of the north-east boundary between Tenasserim and Siam during the last dry season as far as the Anya Pass, will proceed to Bangkok for the purpose of getting assistance there, with which to recommence the work. Lieut. Bagge requires elephants and guides, which are more easily procured from the Siamese than in any part of our own territory, and will make an early start in November, beginning at the Pakchan river and will work up northward to the pass.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BURROWS—On the 23rd Oct., at Hong Kong, the wife of O. Hoffman Burrows, of a daughter.
CARST—On the 11th Oct., at Yokohama, the wife of Mr. J. Carst, of a son.
DICKINSON—On the 13th Oct., at Shanghai, the wife of Henry Dickinson, of a son.
GRAHAM—On the 21st Sept., at Bangkok, Mrs. Graham, of a daughter.
MARSHALL—On the 25th Nov., at South-place, Herec-hill, the wife of Gloster Marshall, of a son.
RAWLING—On the 26th Nov., at Beaumont House, Stoke, Devonport, the wife of S. B. Rawling, Esq., late of Hong Kong, of a son.
WOODWARD—On the 19th Oct., at Shanghai, the wife of R. H. S. Woodward, Esq., of a son.

MARRIAGE.

BUTTERY—KAY—On the 29th Nov., at Downside, Glasgow, by the Rev. T. M. Lawrie, John Buttery, Esq., to Jane, daughter of Alexander Kay, Esq. No cards sent.
SCHUTZE—KEIMERS—On the 6th Dec., at St. Peter's Church, Hamburg, Franz S. Schutze, of Hong Kong, to Marie, eldest daughter of J. W. Keimers, of Kiel. No cards.

DEATHS.

BAULSON—On the 20th Sept., at Bangkok, of dysentery, W. Baulson, 1st Engineer at Borneo Company's Rice Mill.
HALL—On the 16th Sept., at Bangkok, of dysentery, G. H. Hall, engineer.
JEFFREY—On the 12th Oct., at Shanghai, Captain Jeffrey, of the barque Camilla.
TURNER—On the 17th Oct., at Shanghai, the infant daughter of Henry Turner.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Sunderland, Oct. 8, Emperor; from Cardiff, Marmion; from Marseilles, 2, Johanna Maria.
At SHANGHAI.—From Newcastle, Oct. 19, Southern Cross; from Shields, 9, Chanticleer.
At HONG KONG.—From Newcastle, Oct. 25, Paramatta; from Cardiff, Twee Cornelissen; from Boston, Oct. 24, Autocrat.

DEPARTURES.

From YOKOHAMA.—For New York, Oct. 5, Recife.
From NAGASAKI.—For London, Sept. 28, Margaret Campbell.
From SHANGHAI.—For London, Oct. 15, Sir W. F. Williams; 17, Juanpore; for New York, 19, Royal Diadem; for London, 20, Red Deer.

VESSELS EXPECTED.

From YOKOHAMA.—Thomas Dryden, Conference.
From NAGASAKI.—George, Margaret Campbell.
From HANKOW.—Napoleon III., Mary Nicholson.
From SHANGHAI.—Blencathra, Nelly, Illimani, Lansdowne, William Melhuish, Chalgrove, Challenger, John Paul, Knight of Snowden. Marquis of Argyle, Trebolgan, Wild Deer, Queen of the East, Antipodes, Helen Nicholson, Ann Adamson, Dartmouth, Polmaise, John Bull, Agamemnon and General Caulfield.
From FOOCHEW.—Philomela, Marion, Monarchy, Naomi, Veronica, Louisa, Northfleet, Beautiful Star and Scafell.
From CANTON.—Island Queen, Victoria, Melbreck, Valdivia, The Cedars, Kelso and Solent.

CASUALTIES.

The Kwang Foong, from Newchwang to Canton, has been totally lost off the west coast of Formosa.

COMMERCIAL POSTSCRIPT.

At the annual meeting of the P. and O. Company to-day, the report was adopted which, as already announced, recommends a dividend for the half-year of 3 per cent., with a distribution of 2½ per cent. from the underwriting account, making, with the dividend of 3½ per cent. declared in June, a total of 9 per cent. for the year. The assets of the company, including £3,043,163 for stock of ships, less the amounts deducted for depreciation, are £4,144,290, while the liabilities, including 2,300,000 paid-up capital and £626,500 debentures are £3,685,275, showing a surplus of £459,015. The company have contracted with Denny Brothers, of Dumbarton, for a new vessel of 2,167 tons and 500-horse power, which is to be ready in six months, and several of the finest of their old ships have undergone a complete renewal. The amount remaining to be called up on the new shares of the company having been absorbed, and the directors feeling it requisite to prepare to meet any invitation for tenders for new services which might lead to the necessity of building more vessels, an application has been made for a supplemental charter authorising an addition of £1,000,000 to the present capital by an issue of 20,000 new shares of £50 each. Three vacancies have occurred in the board of direction, and Mr. E. Thornton, C.B., and Mr. G. Carleton L'Estrange, together with Mr. Henry Bayley, now one of the assistant-managers, were elected.

Mr. C. E. Walduck, secretary pro. tem. of the Colombo Gas and Water Company (Limited), has issued a circular inviting capitalists and others interested in the proposed scheme to meet this day, to consider information recently received from Ceylon. It appears that a very advantageous contract has been made with the Municipal Council of Colombo for the supply of gas, and this will involve an outlay of £50,000 in the establishment of works. The capital of the proposed company is to be £150,000 in 15,000 shares of £10 each, and it is stipulated that 5,000 are to be reserved for Ceylon.

In Vice-Chancellor Stuart's Court yesterday Mr. Roxburgh asked that a petition of the National Bank to wind up the Bank of Hindustan, China, and Japan, which had been reserved for the 14th inst., might be ordered to come on with another petition for the same purpose which was to come on upon the 11th inst. The Vice-Chancellor said it would be inconvenient to bring the petitions on to be heard on Tuesday, the 11th inst., and directed them to be in the paper on the 14th inst. A notice has been issued that the extraordinary meeting convened to be held at the head office of this bank the 10th inst., at twelve o'clock, will be forthwith adjourned to the London Tavern, Bishopsgate-street, when the resolutions referred to in the secretary's circular notice of 23rd ult. will be submitted.

A telegram received yesterday from Bombay states that the proposed resuscitation of the Agra Bank has been assented to

by a meeting of shareholders and creditors held at Bombay on the 24th ult. A second telegram from the manager at Bombay states that shareholders and others desire to subscribe for the new capital. This, however, has already been allotted here, it having been considered by the new board desirable to have the whole of it secured before making the intended application to the Court for its sanction to the resuscitation arrangement. The matter came before the Chief Clerk in Chambers yesterday, and was by him adjourned into court, to come on on Saturday, the 15th inst.

Biddings for £350,000 in bills on India took place yesterday. The proportions allotted were—to Calcutta, £151,300; to Madras, £3,500; and to Bombay, £105,800. The minimum price was fixed at 1s. 11d. on all the Presidencies—a reduction of 1 per cent., and tenders at and above the minimum will receive in full. These results present a decline of 2 per cent. in the terms obtained for Calcutta and Madras, and of 1 per cent. in those for Bombay, and show that the demand for means of remittance to the East has experienced a further considerable diminution.

ARRIVAL NOT IN THE TABLE.—At New York, from Manila, Ann Holzberg.

DEPARTURES.—Dec. 5, from London for Shanghai, Sir Launcelot; for Yokohama, Eliza Shaw; from Amsterdam for Batavia, Telegram; Nov. 28, from Liverpool for Japan, Nellie Hastings; Dec. 4, from Sunderland for Shanghai, Elmstone.

LAI D ON.—At Liverpool for Yokohama, Barracouta.

SPOKEN.—Henrietta, Amsterdam to Batavia, Oct. 31, 5 N., 24 W.; Jacoba and Christina, Batavia to Amsterdam, Oct. 27, 9 S., 13 W.

CASUALTY.—The Helena and Anna, van Aalborg, from Rotterdam to Batavia, arrived at Falmouth Dec. 4 with foreyard carried away and damage to stern (?), having been in collision that morning forty miles off the Lizard.

THE P. AND O. COMPANY'S SERVICE.

This Company has now publicly notified its intention (already announced in our issue of the 12th ultimo) of running two steamers every month between Bombay and Suez, as an experimental line, in addition to the existing fortnightly mail service, thus increasing the communication with Bombay to four times a month. These extra steamers will run to and from Suez in conjunction with the Calcutta, China and Australian mail packets in the Mediterranean. The first departure will take place by the steamer of the 20th January from Southampton, and on the 28th of January from Marseilles. The company has just adopted a step of a somewhat unusual character, having issued a pamphlet entitled "A Statement of the Position and Operations of the Company, from its Incorporation to the Present Time." The matter presented by the directors is divided into the following twelve heads, viz., the charters, the postal service, the passenger service, the transport service, the establishments at home and abroad, the consumption of coal, the consumption of provisions, the employment of agents, commanders, engineers, officers, and others, the expenditure and revenue, the shareholders, the direction and management of the company, the parliamentary committee of 1866. From the magnitude of the company's operations, this resumé naturally possesses considerable interest.

EASTERN ASIA TELEGRAPH.

(To the Editor of *The London and China Telegraph*.)

SIR,—Having read the letter of "An Engineer" in your issue of the 28th ult., and being desirous to counteract the tendency of said letter to mislead persons who would be disposed to invest money in the Eastern Asia Telegraph Company, I beg that you will allow me to place the following before your readers.

To show that I am competent to offer an opinion on the subject, I may be permitted to mention that I have just returned from Singapore, where I resided about ten years as engineer and contractor, and that I have travelled over a considerable portion of the peninsula along which the proposed line would pass; also that I erected the line of telegraph which has been several years at work in Singapore between that place and New Harbour.

1. Your correspondent "An Engineer" implies that the difficulty arising from the rudeness of the inhabitants would extend along the entire line from Moulmein to Singapore, instead of less than half that distance; the territories at both ends of the line being comparatively civilised, and in a great measure under the influence of Europeans. Of the middle portion in so far as uninhabited I say nothing, as I do not see from whom danger would be apprehended; and regarding the thinly inhabited districts, the natives are not wild savages, and I believe that the protection afforded by his Highness the King of Siam, his Highness the Tumungong of Johore, and other native princes, with whom provisional agreements are made on behalf of the company will be faithfully executed, and will be as effective as a Government treaty regarding a matter for which it is not supposed that our Government would not proceed to warlike extremities.

2. The cost of a land line is stated by your correspondent to be £100 per mile, and no doubt he would be glad to obtain a contract at such a rate (though perhaps a submarine line would please him still better), whereas

lines can be shown in satisfactory working that did not cost half this sum and for the proposed line there is cheap wood for posts at hand, and water carriage for material available at short intervals along the entire line, in which particulars it contrasts favourably with some inland Indian telegraphs.

3. Fluctuations of weather and temperature are stated as objections, but any one can satisfy himself that such variations are less in the localities and latitudes in question than in any part of the known world, and are of no injurious consequence whatever to such a line of telegraph as is proposed.

4. Your correspondent is silent about the dangers, difficulties, and losses that so frequently beset submarine lines. A submarine line was laid from Singapore to Batavia which very soon became entirely useless, being cut up by friction upon coral. I have myself seen portions of it fished up that looked like an open umbrella skeleton. I cannot speak so confidently as to the causes of the damage of the Red Sea cable, but it is well known that the loss to those concerned has been very serious. The Malta and Alexandria telegraph is notorious for the frequent interruptions it is subject to, but it appears to be more easily repaired than the Red Sea cable, probably owing to the absence of such destructive coral in the Mediterranean. This objection is in full force between Moulmein and Singapore, and I consider it the most insurmountable obstacle to the success of a submarine cable there.

5. I have only to add that economy of working and repairing are on the side of a land line as well as economy of cost, and I have no hesitation in stating my belief that the Eastern Asia Telegraph will prove one of the most important and most remunerative ever constructed.—I remain, Sir, your obedient servant,

J. FISHER.

London, Dec. 5, 1866.

Naval and Military.

By the death of Sir William Parker, Sir George Francis Seymour, G.C.B., G.C.H., will be advanced to the dignity of Admiral of the Fleet, and will consequently be removed from the post of Vice-Admiral of the United Kingdom, in which he will no doubt be succeeded by Sir William Bowles, K.C.B., now Rear-Admiral of the United Kingdom, who in his turn will make room for Admiral Sir Phipps Hornby, G.C.B., one of the few survivors of Sir William Hoste's victory off Lissa. Sir Phipps is the maternal uncle of the Premier, but irrespectively of this claim on the consideration of the Government no fitter officer could be selected for the vacant appointment. The late Admiral of the Fleet, Sir William Parker, held the high appointment of first and principal naval aide-de-camp to His Majesty the Queen.

Vice-Admiral the Earl of Lauderdale, K.C.B., has been appointed First and Principal Aide-de-Camp to the Queen, in the place of Admiral Parker.

The flag of Sir Thomas Sabine Pasley, Bart., Naval Commander-in-Chief at Portsmouth, has been shifted from the fore to the main, in consequence of the gallant officer's promotion to the rank of full admiral, on the death of Admiral Parker. The St. George's ensign, on being hoisted at the main of the *Victory*, was saluted according to naval etiquette, the flag of Rear-Admiral George Wellesley, superintendent of Portsmouth Dockyard, being transferred to the *Duke of Wellington* for the occasion.

The Royal Warrant for the distribution of the Banda and Kirwee prize money has received, as we are credibly informed, Her Majesty's signature, and will forthwith be dispatched to India for publication in the *Calcutta* and other Presidential Gazettes. We believe that the distribution of the fund, in consequence of the arrangements which have been authorised by Lord Cranborne, will take place simultaneously in England and in India; and we may, therefore, at length congratulate the fortunate expectants on the prospect of an early realisation of the prize for which they have so strenuously and successfully combated.

Rear-Admiral the Hon. George Fowler Hastings, C.B., who has been appointed to succeed Vice-Admiral the Hon. Joseph Denman as Commander-in-Chief of the Pacific station, was born in November, 1813, and entered the navy in September, 1824. He obtained the rank of lieutenant Jan. 7, 1833, and, after serving at Portsmouth and the Mediterranean, became commander June 30, 1838. He commanded the *Harlequin*, 16, from August, 1841, to January, 1845, and while serving in that ship, besides sharing in the closing operations of the Chinese War, obtained the public thanks of the Commander-in-Chief for his conduct in landing her boats in conjunction with those of the *Wanderer* and the *Diana* in an attack upon the piratical towns of Murdoor and Quallo Batto, and was promoted to post rank, January 31, 1845. He commanded the *Endymion*, 44, from August, 1847, to January, 1848; the *Cyclops*, from July, 1848, to the spring of 1851; the *Curacao*, from August, 1854, to April, 1857, in the Mediterranean; the *Meander*, 44, in Portland Roads, May to November, 1867; the *Blenheim*, 60, and the *Hannibal*, 91, at Portsmouth, November, 1857, to June 5, 1858, when he was appointed Captain-Superintendent of Haslar Hospital, which post he held until he attained flag rank, April 27, 1863. He went down to Woolwich on Wednesday afternoon and hoisted his flag on board the *Fisgard*, on his appointment as Commander-in-Chief in the Pacific, in succession to Vice-Admiral the Hon. Joseph Denman.

The screw sloop *Reindeer*, 7,953 tons, 200 nominal horse-power, Commander E. Nares, fitting for sea in Chatham harbour, is complete in her equipment and stores, and, in accordance with a telegram received at the dockyard, will leave to-morrow for the Pacific, on a four years' cruise. On reaching the Nore she will be detained for a few days to make her official trial of speed at deep draught, and to be swung for the adjustment of her compasses, and will be finally inspected by the Vice-Admiral Commanding-in-Chief.

The screw steam-corvette *Satellite*, 17, Captain Eady, left Plymouth on the 22nd for China.

LAUNCH OF A CHINA CLIPPER.—Messrs. Steele and Co. have launched a new China clipper, which was named *Titanica* by Mrs. William Steele. The adjectives "handsome," "fine," "elegant," "beautifully modelled," &c., hitherto applied to the vessels lately launched by this and other firms for the China trade, are altogether inadequate for the ex-

pression of an idea of the build of the *Guinevere*, *Ariel*, and *Sir Lancelot*, whose models were such that the term "yacht-like" should be applied to each, and if to them, then specially so to the *Titania*, which may be aptly designated as an enlarged and improved copy of the lines of the schooner yacht *Selene*, whose triumphs in English and French waters are already known to our readers. The *Titania* is of the following dimensions:—length, 199 feet; breadth, 36 feet; depth, 21 feet. Her burthen is 1,225 tons, and she is registered in the highest class at Lloyd's, being a composite ship, and, from her speciality of build, of very strong construction. She will be masted with steel spars and yards; fitted with every convenience for the saving of labour to the crew; and have a flush deck and low bulwarks, so as to lessen the action of adverse winds. The *Titania*, whose model cannot fail to augment—if this be possible—the reputation of Messrs. Steele for the construction of this class of traders, is the property of Messrs. Shaw, Lowther, and Maxton, a London firm eminent in the China trade, and owners of successful competitors for the prize awarded to the first teas of the season. She will be commanded by Captain Deas, an experienced gentleman long in their employment, and will load here for Shanghai. After the launch were proposed success to the ship, and the healths of the owners, to which Peter Maxton, Esq., responded, giving in a most complimentary manner those of the builders.

CENTRAL ASIA.—"An Old Indian" writes as follows to *The Times*, in allusion to the paper by Sir Henry Rawlinson published in our last issue:—"I think *The Times* has done a public service by its full report of the paper and discussion on Khotan at the Royal Geographical Society's soiree. I can perfectly trust the good sense of the public to steer between the extremes of Russophobia on the one hand, and utter neglect of Russian policy in Central Asia on the other, if it is well-informed of the facts; but not otherwise. The cause of all our errors and oscillations of opinion on the subject hitherto has been ignorance of the facts. Allow me to point out briefly in how clear a light our interest and our duty are shown by the two leading facts communicated to the world at the above soiree. Firstly, that the cities and vast region of Chinese Turkestan, emancipated by force of arms from the Chinese empire, and too distant from both Powers to be occupied by Russia or England, are eager to trade with the two empires, especially with ours, as the millions of Mahomedans, to whom tea is a necessary of life, must look to India for their supply, now stopped from China, and are offering to exchange their gold, silver, and other metals, their jade, fine wool, horses, &c., for many of our products besides tea. Secondly, that the much abused Rajah of Cashmere (who would have a good deal to say for himself if he could attend a Geographical Society's soiree) does not really oppose any obstacle to the prospect of trade thus opened, as the road through his dominions is impracticable to an extensive commerce; the tract of Thibet between Cashmere and Turkestan being nearly as high as Mont Blanc in its plains, while its 'passes' are from 16,000 to 20,000 feet above the sea; whereas there is an old and really good road, with wood, water, and provisions at every station, and paved in the time of the Maghul emperors, practicable for wheeled carriages throughout the year, and which leads through a pass in the Kuen Lim chain, far to the east of Cashmere, straight down to the North-West Provinces, and thus opens this vast region of Chinese Turkestan to British commerce in the safest and most desirable way. Who can help feeling that it is a relief to know these two facts; and who is not ready to join in the wish expressed by Sir Henry Rawlinson, 'to see Russian and English consuls established in all these cities of Central Asia, and good feeling and honourable emulation excited between the two European Powers?'"

THE P. AND O. COMPANY'S STEAMERS.—During the year 1865 the steamships of the Peninsular and Oriental Company performed 384 voyages from Southampton and Marseilles under their India and China mail contracts. This represents a total distance of 1,023,792 miles. The number of first-class passengers conveyed outwards was 2,891, and homewards 2,448, at an average charge, including all provisions, wines, &c., of from 2½d. to 3½d. per mile for each passenger. These vessels are found to consume more coal, and to travel slower, when transferred from the Mediterranean to the Indian seas, the increase in consumption of fuel averaging about 1 cwt. per mile for each ship, the average decrease of speed being from 1 to 6 furlongs per hour. During the last seven years this company has added 28 ships to its fleet, which represents collectively a carrying capacity of 48,986 tons, and a propelling force of 10,190-horse power. During the past year these ships have conveyed outwards from Southampton 746 tons of mails, consisting of 17,839 packages, at an average speed of from nine to ten nautical miles per hour.

WRECK OF THE "CYCLONE."—The following despatch has been received at the Foreign-office from Her Majesty's Consulate at Nagasaki, transmitting the official deposition taken on oath of the three survivors of the British ship *Cyclone*, belonging to Aberdeen, which has been totally lost on the south-west coast of the Island of Tanaga Tima, and twenty of her crew drowned:—"We left Sydney on the 22nd of last June, bound to Shanghai, and experienced strong fair winds until about latitude 6 south; afterwards winds light and variable. On the 12th of July, in lat. 12 north, lost our fore and main topmasts. On Thursday, August 8th, it was blowing a gale from S. to S.E. with a very low glass and heavy sea, steering W. ½ N. At 4 P.M. gale increasing; hauled to the wind on the port tack, under close-reefed fore and maintopsails, and foretopmast-staysail. During the night wind still increasing, very dark, with vivid lightning and heavy rains; glass 29.30; corpses flying about on the yardarm. At about 1.45 A.M. on Friday, the 9th, was roused out of bed with the cry of land to leeward. Jumped on deck, the captain going up at the same time. The ship having scarcely any headway on her, tried to wear her, but whilst hauling in the weather main braces she touched on a reef, but went over it, and the next sea was broadside on against the rock, the lightning showing it to be about fifty feet high, completely smooth, and up and down; the second sea the masts went; and the third she turned over on her beam ends, deck towards the rock, and went down, she being then almost entirely broken up. Not more than five minutes elapsed from the time she first touched till she was completely broken up. I was in the water about three-quarters of an hour on some of the spars, when I managed to reach another island at daylight; found that I was on one of a group of five small islands close to the main land, and the rock on which we had struck was about half a mile to seaward. I

managed with the help of a spar to reach the mainland. As soon as I landed the Japanese went off in their boats, and found Thomas Guymar, A.B., and George Brown, the cook, on another island. All of us were badly bruised. All that we saved from the wreck was two shirts and a pair of trousers, which the natives picked up on the beach and brought to us. On Saturday we found the body of Joseph Macnamara on the beach, and we buried him in the afternoon, the natives digging the grave for us. On Sunday afternoon, the sea having gone down considerably, the Japanese officers took me off to the rock the ship struck on, and likewise to the other islands. There were no pieces of wreck on or about the rock; but the weather bays of all the other islands were full, even the lower masts and beams being splintered up into small pieces, and some of the wreck jammed into the crevices of the rock forty or fifty feet high. During the three days we stopped in the village no other bodies were washed on shore. On the 12th we went in a junk to another village along the coast, and from there took ponies across the island to a town on the other side. We stopped there, living in a temple till Monday, August 26th. We then started in two junks to Prince Satsuma's head town, Kagosima. It took us three days to get there. Left Kagosima for Nagasaki in a Japanese steamer belonging to the Prince of Satsuma, on Tuesday, Sept. 10th, and arrived in Nagasaki on the 12th. The Prince of Satsuma was most kind to us, supplying us with clothes and whatever else we required, and forwarded us at his own expense, to the Consul at Nagasaki. We were never without guards, and wherever we went the people followed us in hundreds and treated us kindly. We cannot refrain from testifying our sincere thanks to Prince Satsuma and his people, for the affable and kind manner in which they treated us during the time we were in their country, which we shall ever bear in remembrance.—(Signed) FREDERICK TAYLOR, Second Mate; THOMAS GUYMAR, A.B.—"Declared before me, at this Her Britannic Majesty's Consulate, Nagasaki, Sept. 15, 1866.—(Signed) MARCUS FLOWERS, Her Majesty's Acting Consul."

A JEWISH COLONY IN CHINA.—An American missionary in China writes to a New York paper to say that the famous Jewish colony in Kai-fung-fee, the ancient capital of the Celestial Empire, is scattered, and their synagogue demolished. He visited the site of the latter, and found a stone had been placed on the spot. On one side of the stone was an inscription commemorating the erection of the synagogue in the reign of the Sung dynasty, A.D. 1163; and referring the first arrival of the Jews in China to the dynasty of Hlon, A.D. 200. On the other side was a record of its rebuilding in the dynasty of Ming, about 300 years ago. He found out some of the descendants of the colony, and learnt that they now numbered about 300 individuals. They stated that they had been obliged to sell the materials of their synagogue to purchase the necessities of life. They were all poor, some were money-changers, others sold fruit and cakes, and others again dealt in old clothes. They possess a few copies of the Jewish scriptures, and a roll of the law, but they are ignorant of the Hebrew language. The missionary saw the son of the last Rabbi, with whom perished the knowledge of a sacred tongue. The individuals forming this most interesting remnant were unable to trace their tribal pedigree; they kept no register, they never assembled as a congregation, and their children are growing up without the seal of the covenant. They remembered the names of the feasts of tabernacles, and unleavened bread. The missionary found a large tablet that adorned the synagogue, on which could be traced the name of Israel, in a Mahomedan mosque in Kai-fung-fee.

THE ATLANTIC AND PACIFIC RAILWAY.—This line, from New York to San Francisco, will be 3,200 miles long. It passes through St. Louis, Kansas city, the heart of New Mexico, and gets into California, near the head waters of the Colorado river, by a low pass in the Rocky Mountains. The railway is rapidly being made from both termini. By January, 1868, it will be extended 1,870 miles from New York to within 200 miles of the Rocky Mountains. In two or three years' time a person will reach San Francisco from England in little odds of a fortnight, and he will have made during that period an ocean voyage 3,000 miles long, and performed a land journey of greater length. When the Atlantic and Pacific railroad is completed the route to Japan and China via New York and San Francisco from this country will be much the best and quickest one.

RE THE AGRA AND MASTERMAN'S BANK (LIMITED).—This was a motion on behalf of Mr. Alexander Dunlop Anderson (of the firm of Thompson, Anderson, and Co.) for the purpose of restraining the official liquidator from enforcing payment under the winding up of a bill of exchange for £1,565, accepted by Mr. Anderson, who claimed a right of set-off in respect of an overdue bill of exchange for £1,500 accepted by the company in December, 1865, the balance of £65 having been paid to the official liquidator pursuant to an order made when the motion was first brought on at the end of last July, when Mr. Anderson was also ordered to give security for £1,500 as the condition of obtaining possession from the liquidator of the jute, in respect of which the bill for £1,500 had been accepted by Mr. Anderson. Mr. Giffard, Q.C., and Mr. Druce, in support of the motion, contended that if an action for the £1,565 had been brought by the official liquidator, and Mr. Anderson had paid into court the £65 and then pleaded set-off as to the remaining £1,500 it would have been a good legal plea, and it would be inequitable for this Court to deprive Mr. Anderson of his right of setting off this amount from the pendency of the winding-up order, and the circumstance that the official liquidator was resorting to his equitable remedies (under the winding-up) for payment of a legal debt. Mr. Roxburgh (with whom was the Attorney-General), on behalf of the official liquidator, contended that to allow the set-off claimed by Mr. Anderson would prejudice the rights of the creditors, for whose benefit, as well as that of the contributories, the winding-up order, which was equivalent to a decree for the general administration of the estate of the company, was made; and that the Companies Act of 1862, from the absence of any provision to that effect, must be construed as negating any right of set-off in a person indebted to a company which was being wound up. The Vice-Chancellor held that the right of set-off was not interfered with by the proceedings under the winding-up order, and that the case must be regarded as if no such order had been made, and Mr. Anderson and the bank stood to each other in the ordinary position of debtor and creditor. The official liquidator must deliver up the acceptance of Anderson, and Anderson must deliver up the company's acceptance. The bond given by Mr. Anderson, pursuant to the order made in July last, would be cancelled.

REMOVAL OF OFFICE.

NOTICE.—On the 1st of January next, the Office of the LONDON AND CHINA EXPRESS and LONDON AND CHINA TELEGRAPH will be removed to No. 2, Cowper's Court Cornhill (over the JERUSALEM).

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails via Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, THURSDAY, DEC. 6, 1866.

THE SAN FRANCISCO, JAPAN, AND CHINA MAIL ROUTE.

THE West India and Pacific Steamship Company of Liverpool, have issued a circular announcing that they have concluded arrangements with the Pacific Mail Steamship Company for the conveyance by the latter's new line of vessels, of passengers, goods and specie, from Liverpool to Japan and China, and *vice versa*. The steamer already announced to leave San Francisco on the 1st January, and due at Hong Kong on the 29th January, will start thence for the return voyage on the 18th February, arriving at San Francisco on the 17th March. From this place the passengers and cargo will be brought on by a steamer in connection with the one leaving Colon on the 1st April, and due at Liverpool on the 25th April, making the entire passage from Hong Kong to Liverpool in sixty-six, and from Yokohama to Liverpool in fifty-eight days. The second departure from Liverpool will be on the 10th February, arriving at Hong Kong on the 2nd May. The rates of passage money from Liverpool to Yokohama (first class) will be £110 10s., and to Shanghai or Hong Kong £120 10s. Freight on general merchandise will be £18 5s. per ton of forty feet to either port, free of prime. This applies however to the outward voyages only, as the homeward freight will be fixed by the agents of the Pacific Mail Company at those ports.

AUSTRIAN EXPEDITION TO THE FAR EAST.

ENCOURAGED, probably, by the success which has attended her late antagonists, the Italians, Austria has now resolved on despatching a treaty-making expedition to the Eastern seas. Admiral TEGETHOFF, the hero of Lissa, is the officer appointed to the command, and it is generally believed that a worthier selection could not have well been made. A frigate and a corvette are already undergoing special preparation for the service, and will be ready to sail in February next. The Admiral will be furnished with magnificent presents for the King of SIAM and the Shogun of JAPAN, including marble statues of the Emperor of AUSTRIA, richly bound books and pictures from the Imperial collections, sets of Chinese and Japanese works published by the Academy of Sciences at Vienna, portraits of the Imperial family, photographs of Austrian scenery, and specimens of all the principal productions of the Empire. Besides the diplomatic element the mission is to include commercial experts and scientific men. A sum of 200,000 florins has been appropriated for its expenses, which, it is remarked, is a handsome allowance for such a purpose from a State supposed to be on the verge of national bankruptcy.

THE MESSAGE OF SIR HERCULES ROBINSON TO THE CEYLON LEGISLATURE.

It has never fallen to the lot of a Governor of Ceylon to address the Legislature of the colony under more auspicious circumstances than those which attended the opening of the present session. A larger revenue than any previously raised, and an excess of income over expenditure which, with former surpluses, leaves an unappropriated balance of nearly a quarter of a million sterling, is certainly encouraging, especially when taken in connection with the improvement of trade and the rapid progress of the public works. The slight extent to which Ceylon has been affected by the financial crisis, due mainly to the soundness of its commercial relations, sufficiently indicates the character of that improvement. The balance on hand affords the stronger ground for congratulation that so considerable a portion of it is available for disposal. Exchequer surpluses are by no means new to Ceylon, but the difficulty has been to secure any portion of the golden fruit for her own use. As with Tantalus, it has been within reach, yet not to be appropriated or enjoyed. The vivifying effect of a more enlightened administration in the Home Colonial-office is already apparent. With the unexpended balance put out to interest, and a large portion of the principal made immediately applicable to public improvements, the leading grievance of undue restraint in the control of the public moneys is removed. Now, however, that Imperial demands are satisfied, it is time that the entire control of these balances should lie with the Government and Council. Nothing else will satisfy the just demands of Ceylon; nothing else remove the impression that the Home Government is but lying in wait for another "seizure." We trust the Ceylon League will make another effort to achieve its aim in this as in other matters during the present administration, encouraged by the promptitude with which colonial Acts now receive the Royal sanction, subject of course to modifications suggesting themselves as advisable. We find even the telegraph called into requisition in giving power to expend a further portion of the Treasury balance than had previously been released from home control. Sir HERCULES, by his official acts no less than by his announced policy, indicates the wisdom of the choice which placed him at the head of affairs in Ceylon. Far from averse to change, if change be but improvement, he would yet rather improve than reconstruct the several departments; and what Ceylon requires is a change in their efficiency rather than their organism. His Excellency is evidently greatly aided by the spirit shown by the whole European community in favour of these public improvements, now being carried actively forward—a spirit showing that those jealousies have been set aside which elsewhere spring up when vested interests are interfered with or the field is widened for individual competition. There appear to be those who think that the Governor's address should have been nothing less than a treatise on political economy; but what we look for in an Executive is the practical application rather than the abstract exposition of sound principles. Ceylon is yet to some extent the victim of mere theory—the theory that would deny an effective representation of the popular views and will in the Legislative Council, the subject yet of Imperial reservation, to which she should not, for her own dignity, much longer submit. We are far from coinciding in the view expressed in some quarters, that native interests should have been dealt with in this address separately from those of European colonists. What progress is there for any Asiatic race apart from European progress? Just so far as Asiatics are subordinated to our aims, just so far they improve their real condition. Our interest is their interest, and our success their gain. It is to be regretted that in dealing with the subject of rice production and the question of Governmental expenditure on irrigation, Sir HERCULES should have left wholly out of view the inducements that exist for individual capitalists to apply themselves to rice-growing; his argument that in the event of such expenditure the natives would not avail themselves of the advantages offered, assumes quite a different aspect when European co-operation is taken into account. The fact of 4,000,000 bushels of rice having been imported last year provides, one would think, sufficient inducement, in connection with the fact that Asiatics are ever ready, where certain pay is offered, to engage in rice cultivation. The results of leaving Government outlay on irrigation solely to idle natives are too apparent; and, to use the words of Sir HERCULES, "could have no material influence on the importation." But why was the opportunity omitted to invite the application of capital in this direction, especially with the high

rates ruling and the steadiness of the current demand? Ceylon must not be satisfied with one great staple, still less with a dependence for the very existence of her native population on Indian supplies. We would have been glad to have found the subject of tea cultivation adverted to. Before the session passes we trust the experiments now being carried out will be so far successful as to place tea at an early period on the list of important exports.

THE NEW FRENCH AMBASSADOR TO PEKING.

THE Comte de LALLEMAND is appointed Envoy Extraordinary and Minister Plenipotentiary at the Court of China, in place of M. BERTHEMY. The Count has just been raised by the Emperor to the dignity of Commander of the Legion of Honour, for his services in the international sanitary conference of Constantinople, which lasted for more than twelve months, and of which M. de LALLEMAND was first French commissioner; the same honour has been paid to SALIH EFFENDI, first Turkish commissioner and President of the conference. Dr. BARTOLETTI, second Turkish commissioner, and M. PINTO DE SOVERAL, Portuguese commissioner, have been made officers of the Legion, and M. KALERGI, Greek, Dr. MUHLIG, Prussian representative, as well as Dr. NARANZI and BARON DE COLLONGUE, secretaries of the conference, chevaliers of the same.

FOREIGN TRADE WITH CHINA.

(SECOND NOTICE.)

IN our issue of the 30th ultimo we reviewed briefly the opening contributions to the recently published *Reports on the Trade at the Ports in China opened by Treaty to Foreign Trade, for the Year 1865, Published by order of the Inspector-General of Customs*, comprising extracts from a despatch addressed to the Tsung-li yamen by Mr. HART, and a report on the trade of Ying-tzu and the surrounding districts by Mr. MACPHERSON. Continuing our review we now arrive at the report on the trade of Tien-tsin for the same period, drawn up by Mr. BAKER. It is well known that Tien-tsin supplies a very large extent of country, and that in the north of China the products of Western looms, as well as opium and metals, find a ready market amongst the natives of Chih-li, Shan-si, and Southern Mongolia. Reliable statistics of the Tien-tsin trade are available for the last four years only; that is to say, since the establishment of the foreign inspectorate at the port. As might naturally have been expected, the year 1861 witnessed a "roaring trade" in imports, which encouraged several merchants to settle down in the place, and led most of the wealthy and time-honoured European and American firms to open agencies. In 1862, however, a serious falling-off was noticed, and 1863 seemed to threaten a total extinction of the trade, so far as foreigners were concerned. The heavy coast freights were in themselves sufficient to check the demand for foreign produce, and insurance, commission, &c., tended to swell the charges on each article until its value was so enhanced as to place it practically out of the reach of native buyers. Added to this was the increased price of goods caused by the American struggle, and hence it was hardly to be wondered at that many of those who, full of trust, had opened establishments at Tien-tsin, were reluctantly compelled to cease the pretence of business and migrate to some more favoured locality. For the past two years the imports of cotton and woollen goods and metals have largely increased, and there seems to be good ground for hope that, although the earlier anticipations with regard to the importance of the trade at Tien-tsin will not be realised, there will at least be a respectable share of the total imports into China absorbed by Northern consumers. But it must be borne in mind that the imports to Tien-tsin include very little shipped on speculation. There is no such thing as a market for foreign imports, the native merchants being in the habit of making their purchases in Shanghai and shipping their stocks thus acquired for their own use and benefit. Thus Chinese owned imports are offered to the small country dealers at rates with which foreigners cannot compete, and the entire trade of the place is in the hands of native hongs. The apparent trade of Shanghai is therefore swollen to the advantage of vendors at the latter port, but the system presses heavily upon those whose business is confined to Tien-tsin alone, and who are thus driven out of the market by the well-sustained competition of the natives. The great importance of Tien-tsin as a mart for the

sale of European cotton goods will be most clearly understood from the following figures, which exhibit at a glance the relative consumption of those goods at the six most important open ports. In 1864, at Shanghai the import of cottons of all kinds amounted to 1,022,437 pieces; at Tien-tsin to 293,802 pieces, chiefly re-exported from Shanghai, which also exclusively supplies the river ports; to 128,471 at Foochow, 123,598 at Canton, 51,452 at Amoy, and 39,983 at Swatow. Tien-tsin therefore stands second to Shanghai, with which, however, it must not be compared, as Shanghai supplies, as we have stated, not only Tien-tsin, but Chinkiang, Kiu-kiang, and Hankow, as also, to a more limited extent, Ningpo. Mr. BAKER suggests the advisability of opening a trade with Europe direct in vessels of from 200 to 300 tons burden. Were this suggestion carried out, foreigners might, it is true, supply the Tien-tsin market at prices not sensibly higher than those now paid by native buyers in Shanghai; there would be no transshipment, and the vessels might make directly for the mouth of the Peiho, and under favourable circumstances discharge their cargoes alongside of the foreign settlement nearly forty miles up the river. But the power of selection which the native buyers now enjoy, and which forms one of the attractions of the existing system, would then be lost; and moreover the cost of towage up the Peiho, or, failing this, the wearisome and expensive delays in ascending the river under sail, and the great risk run by any vessel attempting to navigate the stream, are sufficient in our mind to outbalance any possible advantages to be gained from shipping directly from a European port to Tien-tsin. The Peiho has not been the scene of many accidents to shipping, but this result is principally due to the fact that sailing vessels of large or even average tonnage never attempt to pass Taku. If, however, it became the rule for foreign shipping to encounter the dangers of the passage from the Taku to Tien-tsin, we have little doubt that the rates of insurance on Tien-tsin bound vessels would speedily be raised. It is also a matter for question whether it would pay to despatch vessels from England for the Tien-tsin trade alone, even under the undoubtedly favourable circumstances of avoiding the present heavy coast freight from Hong Kong and Shanghai. Comparing the year 1865 with 1864 we notice a large increase in the imports of manufactured goods and opium. In the former case we have 822,350 pieces against 335,324 pieces imported in 1864, and in the latter 5,625 piculs against 2,879 piculs. Grouping into one list all the metals imported for two years, we find 22,473 piculs, as compared with 10,880 piculs imported in 1864, and in like manner foreign needles (used chiefly in Korea) rose from 141,563 thousand to 309,575 thousand. It is to be regretted that Mr. BAKER has not given comparative value tables, for after all we derive a much clearer and more satisfactory view of the trade of a port when the different items which make it up are represented in taels or in pounds sterling than when it is, as in the present instance, conveyed to our minds in the shape of "piculs" and "pieces." We are, it is true, informed that the total value of the imports for 1865 amounted to Tls. 11,852,437, or in round numbers £3,950,000, showing an increase of £1,400,000 over 1864; but in this are included the very important items of native produce and Japan imports. We are therefore left in the dark as to the value of the foreign trade, or at best have to depend upon a laborious and tentative calculation for the result upon which when found we can place no dependence. In this respect as in many others Mr. MACPHERSON in his luminous reports offers a shining example to the other commissioners.

We now turn to the export trade. Tien-tsin and the districts of which it forms the most natural exit and entrance are essentially consumptive and hardly if at all productive. The grass lands of Mongolia, the sterile soil of Shansi, and the almost equally unproductive plains of Chih-li, offer little of value to the exporter. Hence the balance is sustained by treasure, of which one million and a half of taels was during 1865 shipped to Shanghai, Hong Kong, and Chefoo. Taking into consideration the nature of the surrounding country there is little reason to hope for any largely increased development of resources except in the case of minerals. Coal is found in extensive fields to the north and north-west of Peking, and its quality leaves little to be desired. It is, however, possible that when the mines shall be worked on scientific principles the quality may improve and render the mines of China as renowned as are those of England and Wales. It is at least consoling to reflect that when the bugbear of British croakers shall at length have arrived, and England is literally "out of coals," an inexhaustible supply will be obtainable in China,

which may by that time have changed hands or in some other way have become more accessible to European nations. At present the Government levy so heavy a duty upon native coal, and so persistently discourage any attempt at developing the mineral wealth of the country, that the mines are worked in a most unsatisfactory manner by persons totally unacquainted with the means of avoiding the ingress of water in deep excavations, and who are in consequence compelled to content themselves with merely tunnelling along the faces of the coal-producing hills. Amongst the principal exports are cotton, which is grown all over Chih-li, medicines, grain, and soap. Furs, skins, and felt are also prepared and exported, but the chief staples have been already enumerated. Taking a comprehensive view of the export trade for 1865, we find that it amounted in value to £563,987, as against £570,262 for 1864. The return of shipping is satisfactory, showing a steady increase since 1862, in which year there was a falling off from easily explained causes in the tonnage as compared with 1861. The figures are as follows:—1861, 111 vessels, 26,561 tons; 1862, 87 vessels, 21,921 tons; 1863, 134 vessels, 36,276 tons; 1864, 185 vessels, 45,968 tons; 1865, 209 vessels, 60,049 tons.

Mr. BAKER appends to his report some interesting general remarks regarding Mongolia and the prospects of trade at Tien-tsin. The Mongolians are described in terms similar to those used by Abbé HUE, as simple in their habits, peaceful and hospitable. They are indifferent to the luxuries of civilised life, and consequently have no idea of the value of money. Their transactions are conducted on an equitable principle of barter, brick tea being the most valuable and most readily exchangeable commodity. The country they inhabit is subject to all the vicissitudes of climate which prevail between the arctic and torrid zones, but in spring and autumn the sky is without a cloud and the air pure and buoyant. The traveller who leaves Tien-tsin for a holiday-run into Mongolia finds abundant attractions in the peculiarities of the natives, the primitive modes of conveyance, and the pastoral life so different from anything he has been accustomed to in Europe or during his previous residence in China. Mongolia may be regarded as the head quarters of Buddhism, or at any rate as the field wherein the tenets of the great Indian apostle have received their fullest and noblest development. There are also not wanting places of historic interest; amongst others Ichol, the site of the Imperial winter palace.

The causes which operate in the disfavour of Tien-tsin as a great centre of trade are, according to Mr. BAKER, few in number and easily surmountable. The bar at the entrance of the Peiho is not a dangerous one, but the lowness of the land around the mouth of the river renders it a matter of difficulty to find the entrance without running the risk of grounding on some one of the many banks which extend for miles in all directions. When the forts have actually been passed a new difficulty arises in the circuitous course of the stream. The entire river from Taku to Tien-tsin is a series of reaches, inclined to one another in general at acute angles. Sailing vessels therefore find themselves at a vast disadvantage, especially when the water is low. At spring tides steamers of eleven feet and a half draught can ascend without difficulty, but this, as will readily be seen, is an exceptional case, and forms no argument for the navigability of the river. Besides this, another element of danger is introduced by the presence of southern junks moored sometimes thirteen abreast off the village of Kokow, which is situated at a most impracticable bend in the river. Collisions are therefore of frequent occurrence in spite of the care and skill of the steamer captains. Of course sailing vessels which, comparatively speaking, are totally unmanageable, run even greater risks in such cases than do steamers. The water communication between Tien-tsin and the trading centres in Honan, Shensi and Shansi, is almost perfect, and hence the great demand for foreign manufactures. Chih-li absorbs but little of the imports brought into Tien-tsin, but this is due to the grinding poverty which prevails over the greater portion of the Imperial province, which will probably be removed if the growth and production of cotton in coming years fulfil the promise made during 1864 and 1865. The peasants will thus find themselves in possession of money, which they will gladly expend in the purchase of foreign merchandise. Tien-tsin, like Newchwang, labours under a serious disadvantage in the closure of the port by ice during nearly three months of the year, but as this is beyond human power to remove, it is

vain to speculate upon what might be the result were the phenomena of nature in this respect altered.

Our remarks on Mr. BAKER's report have run to so great a length that we can afford but scanty room to that which follows next in order. Proceeding southwards we arrive at Chefoo, in the province of Shantung, which was placed under the foreign inspectorate in 1863. We are glad to notice that the Acting Commissioner, Mr. LUSON, adopts the plan of assigning the values of the various items of import and export trade, and thus conveys the clearest possible idea of the mercantile importance of his port. We briefly summarise his results. Foreign imports, exclusive of opium, treasure, and re-exports, amounted in 1865 to Tls. 800,274 (increase over 1864, Tls. 123,857). Opium, Tls. 1,569,799 (increase, Tls. 788,653). Exports to foreign countries, Tls. 535,065 (decrease from 1864, Tls. 355,082). Exports to native ports, Tls. 1,993,941 (increase, Tls. 125,541). The total import trade for 1865 amounted to Tls. 4,521,390, and exports to Tls. 2,529,006, or an aggregate of about £2,350,132 against £2,000,000 sterling the total value for 1864. This progress although not very strongly marked is encouraging, and leads us to hope for much better things when the crisis through which the commercial world has just passed shall have been obliterated even in its effects. Opium shows a marked increase, probably in consequence of the Imperial edict promulgated early in 1865 prohibiting the cultivation of the poppy in Shansi. The design of the framers of the edict has been completely frustrated, as is evidenced by the increased imports from India; we can only hope that the soil hitherto devoted to the culture of the poppy is now put to the more praiseworthy purpose of producing grain and cotton. Within the last year considerable quantities of manufactured goods have been shipped from Chefoo to Korea, where they are bartered for ginseng, timber, and paper. The trade is as yet in its infancy and is carried on solely by native junks. The exports from Chefoo resemble those from Newchwang, and consist chiefly of pulse and pulse cake. The quality is superior to that obtainable at Newchwang, and there is in consequence a steadily increasing demand for those articles at Chefoo. Cotton was produced in large quantity during 1864, but the settlement of the American difficulty lowered the demand and brought the exports from Tls. 61,805 to Tls. 19,142. Chefoo supplies, as we have seen, Korea, and also of course the province of Shantung. Goods intended for consumption in the interior are carried by junks to Ta Tsing-ho, where they are transhipped to lighter craft and are then carried along the tributaries of that river and the canals which, as at Kiang-su, run in every direction. By this means they reach Chi-nau-fu, the capital of Shantung, Tung-chang-fu, Yen-chow-fu, Tsao-chow-fu and Tung-ping-chow, all important cities in the same province. They are said to find their way even to Ta-ming-fu, in the pro-Chih-li, on the borders of Shantung.

We had hoped to receive accurate details regarding the Grand Canal from the Commissioner either at Tien-tsin or at Chefoo, but we are still in ignorance of the actual state of that great channel. Mr. BAKER informs us that in former times when the Grand Canal was in good order throughout its course from Chinkeang to Tien-tsin, the southern grain junks used the inland route exclusively, but that since it has become no longer of use for this purpose, grain is transported by long sea. This we knew before, but for the past two years the English papers published in China have from time to time reported the commencement of active operations for the restoration of the canal to its ancient state of efficiency. Whether the projected improvements have or have not fallen through we cannot say, but *apropos* of this subject, we would suggest to the framers of future reports as well as to the journalists in China, to collect as many facts as possible regarding not only the Grand Canal but the Yellow River, and the subjects of interest which are indissolubly connected with the past history of the Celestial Empire.

SILKWORMS SET ASIDE.

If report speaks the truth, for which however she is not universally celebrated, Lyons, France, and indeed all the world will be able to laugh at the silkworm disease, and the West will once more become independent of the East for raw material for the looms. A gentleman named Trocol, who resides at a place called Bourg-Argental, near Saint Etienne, is said to have discovered the means of producing silk without worms or cocoons! Having arrived at the conviction that the silkworm was a mere mechanical agent in the matter, a middle man to be got rid of, and that the silk resided in the mulberry and only required extracting (a position which may be true, much in the same sense as that every block of marble contains a Venus, provided the sculptor have only the talent to relieve the goddess from her bondage), M. Trocol set to work, and, we are told,

after endless trials, disappointments, and renewed efforts, has succeeded in coaxing the silken Venus out of the heart of the mulberry. The *Memorial de la Loire*, a respectable journal, says that it is assured the thing is done. "We cannot be expected (says the writer) to explain the process by which M. Lucien Trocol treats the young shoots of the mulberry tree, and reduces them to the condition of bundles of filaments, but trustworthy witnesses assure us that these filaments are of irreproachable whiteness, are in no way to be distinguished from cocoon silk, and submit like that to all the necessary operations for working the material."

It is a magnificent discovery and only requires confirmation; but it will be awkward for our friends who are engaged in the Chinese silk trade. Perhaps, however, the invention of M. Trocol will not come into general practice so rapidly as to leave no time for getting off old stock and avoiding new engagements. We shall watch the new process with considerable interest.

THE CHINA STEAMSHIP AND LABUAN COAL COMPANY.

(MONEY MARKET REVIEW.)

The coincidences that may be found by a very slight inquiry between industrial, commercial, and scientific progress in the West, may also be distinctly traced in the ruder civilisations of the East. In the West, the introduction of steam was followed by a wonderful advance in the arts of locomotion. The use of steam, by the necessities it created, stimulated geological science to the search for and the discovery of carboniferous deposits in localities previously unsuspected of containing such elements of power and wealth. Then the advance in material facilities of interchange, by some hidden law in our mental nature, created a state of restlessness for still more rapid intercommunication of thought and intelligence that was only satisfied by the recent perfection of ocean telegraphy. As a decade or two is but little in the life of a nation, and still less in the life of the world, these advances may be regarded as synchronous, and so entitled to the designation of coincidences, though, chronologically they were separated from each other by what, from a small point of view, might be regarded as long intervals of time. Such having been the progress of the West, a little reflection will show that the like coincidences are being exactly repeated in the East; and that they are, perhaps more rapidly than in the West, fulfilling the inevitable law of progress, though operating upon civilisations inferior to our own. Take the case of India. Five-and-twenty years ago—a period as nothing in the life of the country—there was not an inch of railway in the whole Peninsula. Now most of its chief cities and marts are connected with each other and with the ports on all its coasts by the iron band, and the mileage is constantly increasing. The necessity for the production of steam led to the discovery and development of coal deposits in quarters where the older race of geologists would have pronounced the search as waste of time and labour. And then India received nearly if not quite simultaneously the gift from the West of the inestimable advantages of inland and ocean telegraphy. The material progress which India has made from this combination of coincidences is only an example of what is certain to happen from the like causes among all the other countries of the East. Indeed, it is evident already that it is not in the Indian Peninsula alone that the East is advancing on the civilisation of the West through the agencies of material progress. The same inevitable law is now in operation in several of the bordering countries. The rate is not the same, but the movement has commenced. A special development is taking place at the hands of the company whose name stands at the head of these remarks, and which is at once both a steamship and a coal company. Here we have at once the two great elements of progress—coal and steam—in practical combination. The coal is a deposit in a small British possession—the island of Labuan. The steam is needed to increase intercommunication in the Malay Archipelago, and with the world at each of its sides. It is already used to convey the mails to and from that other settlement of ours, Singapore—the "City of the Lion"—to the Spanish possession of Manila, of the trade of which we conduct fully three-fourths. Without the coal of Labuan there would not be steam mail communication, on anything like reasonable terms, between Singapore and Manila, and British trade would feel the difference. But with two such mighty agencies at work, each animated by the irresistible motive of commercial profit, it may well be affirmed that the East is surely following the progress attained in the West. The configuration of the Archipelago suggests at a glance the conviction that nature intended its position as a focus for trade to diffuse its beneficent influences among the surrounding populations. It was through this Archipelago that the ancient trade was carried on between India and China. Coal and steam, while multiplying the political advantages of the position, have extended them as a commercial route even to Japan; and, by-and-by, submarine telegraphy will further increase their utility.

No mean part is being played by this company in its double capacity as coal-owner and mail-carrier. Labuan is about half way between Singapore and Manila. Steamers coal there either or both ways; and we observe that while the quality of the coal is improving as the surface deposits are removed, the Royal Navy in those waters as well as mercantile steamers constantly resort to the island to replenish their fuel. Labuan is thus becoming a scene of incessant movement, as may be expected from the increasing trade between Japan, China, India, the Islands, and the outer world, as far as England. Such a geographical position, accompanied by such natural resources, among which is to be reckoned the finest water in the East, is unrivalled in that part of the world. It is not surprising, therefore, that the trade of the company, especially in coal, is increasing; and it is specially satisfactory to learn that by the end of the year the yield will be increased to 3,000 tons per month, for every ton of which there is a remunerative demand. In their character of shipowners and mail-carriers the company are stated to be realising good profits.

It is satisfactory to learn that the shareholders have adopted a policy well calculated to make the most of the advantages they possess. Their liability on account of uncalled capital has been reduced to a merely nominal point. The details of the new arrangement we described in our number of the 13th ult. (p. 418), and we need not repeat them; it will suffice to remark that they have been unanimously adopted.

Literature.

Dictionnaire Francais-Anglais Japonais. Vol. I. 8vo. Paris: DIDOT. — This is the first volume of a very important work, the second and last of which is promised in the course of the coming year. The Dictionary is compiled by the Abbe Mermet de Cachon, and published with the assistance of Capt. A. Le Gras, of the French Imperial Navy, as regards the English portion, and of the learned professor M. Leon Pages with respect to the Japanese. The work is, moreover, published under the patronage of Monsieur Drouyn de Lhuys, late Minister of Foreign Affairs, and of the Marquis De Chasseloup Laubat, Minister of Marine and of the Colonies; it therefore comes before the world with the highest recommendations literary as well as official.

M. Abbe Mermet de Cachon has resided in Japan for twelve years. Captain Le Gras is the author of various hydrographic works, and particularly of nautical directions for maritime regions in the Far East. M. Leon Pages is an acknowledged authority with respect to the Chinese and Japanese languages, and is now engaged in a translation, from the original Portuguese, of the "*Dictionnaire Japonais-Francais*" of the Jesuits, a portion of which has been published.

M. Pages gives a short explanation of the combined system of Chinese and Japanese writing adopted in the Dictionary under notice. The Japanese language, in itself syllabic, admits in speaking, and still more when written, a considerable number of Chinese words which have been introduced by the learned. These words are written in their proper Chinese characters, but are pronounced in a manner somewhat differently according to the genius of the Japanese tongue. The construction of the phrases however is always Japanese, and the Chinese words have particles affixed which indicate the inflections of the nouns and verbs. The more elevated the style of the composition the more these Chinese words abound in the Japanese composition. Sometimes the Chinese word is not represented by the Chinese sound rendered in Japanese but by the synonym in the latter language. The Dictionary is printed in two columns, one containing the word or phrase in French and English, the other the same in the Japanese and Chinese symbols with the pronunciation beneath them. The following specimen will show the plan of the work:—

A, prep.	(Symbols.)
To.	Ni; hōni; ie; outkini.
Aller d'un lieu à Paris.	(Symbols.)
To go from one place to another.	Hitotsouno tocoro iori tocoroni ioucou.
Vivre à Paris.	(Symbols.)
To live in Paris.	Pariani ozai-kid sourou.
Être blessé à la tête.	(Symbols.)
To be wounded in the head.	Atamani kizzou-o fiki-oukerou.
C'est à vous de parler.	(Symbols.)
It is for you to speak.	Sorewa anatani madeiou becou arou
ABAISSEMENT, n.	(Symbols.)
Lowering; falling; taking down.	Chitani otkirou coto; sagarou coto.
Abaissment volontaire.	(Symbols.)
Self-abasement.	Mizzoucara heri-coudarou coto.
Abaissier, v. a.	(Symbols.)
To lower; to bring low.	sagherou; ocou.
— mettre en bas.	(Symbols.)
To let down.	Orosou.
We will add a few of the instances in which the Japanese presents the most curious contrast with the English as regards brevity, or the contrary:—	
To stun.	Mimi-o tohouou sourou.
To debase.	Chō-o achicou sourou.
To degenerate.	Mizzoucara-o socond; or, Mizzoucara iyachicou narou.
Dejectedness.	Cocoro-o otosou coto.
Abdication.	Teino courai-o iouzzourou.
Abnegation.	Onore-o oite fito-o tasoukerou.
A subscriber.	Cane-o caketa hito.
Misemployment.	Achicou motkirou coto.
Accessible.	Awarerou mono; or, tkicazzoucou beki.
To agree.	Yacousocou-o sadamerou.
To tune.	Fiochi-o awacherou.

It must be understood that the sounds of the Japanese are rendered according to those of the French language.

The Dictionary is prefaced by a list of Japanese signs with their pronunciation, and a table of the vocal forms with their equivalents in French. It is remarked in a note to this table that while the Japanese have the letter R and not the letter L, the contrary is the case with the Chinese. We have noted but very few faults in the English translations and those, generally, of no importance. The work is printed by M. Victor Goutry, of Paris; the Japanese symbols are remarkably clear, and the work in all respects admirably executed. The commercial as well as the learned world ought to be grateful to the authors and all concerned in the production of this Dictionary, which represents an immense amount of work of the most difficult description and which must have been a labour of love rather than one from which much profit was expected. The volume before us, which reaches to the word *Exploiter*, contains four hundred and forty pages.

Monetary and Commercial.

The outgoing mail conveys £50,000 bar silver, purchased here for the use of the Hong Kong Mint. This operation caused a monetary rise in the market of $\frac{1}{4}$ d. per ounce, but there is at present no further demand, and the quotation remains at 60 $\frac{1}{4}$ d. Mexican Dollars are still without inquiry for China, and the price is unchanged at 4s. 11 $\frac{1}{2}$ d. per oz.

The allotment letters of the Agra Bank (Limited) have been

issued, and, looking at the intense and daily increasing depression in all classes of investments, it is highly satisfactory that the applications were not only considerably in excess of the amount required, but were mostly from new investors, the proportion of new subscribers to old shareholders being five to two. The arrangements for the resuscitation of the bank have, it is stated, made rapid progress. The replies from the shareholders have been unanimous in favour of the proposal, and the assents from the creditors in this country now exceed £4,000,000 out of about £5,000,000. Application will be made to the Court of Chancery on the earliest day that can be obtained for its sanction to the plan.

With reference to the resignation of Messrs. Flux and Argles of their appointment as solicitors in connection with the Bank of Hindustan, China, and Japan, the directors of the bank have passed the following resolution:—

"That the board hereby expresses its regret that circumstances have occurred to induce Messrs. Flux and Argles to send in their resignation as solicitors of this bank, in which capacity they have, in the judgment of the board, always evinced the greatest zeal and ability, and in accepting the resignation the board believe that it will, nevertheless, be for the interests of the bank that they be allowed to carry on all pending proceedings."

The application made on the 30th ult. in Vice-Chancellor Kindersley's court on the part of Mr. Charles Oppenheim, that the money now in the hands of the liquidators of Overend, Gurney, and Co., amounting to £1,200,000, should be divided amongst the creditors, was ordered to stand over until the 8th inst. for the decision of the Vice-Chancellor. The solicitor to the Defence Association was present to oppose any division until after the pending motions respecting liability shall have been disposed of, as in the event of the shareholders being successful, they would not only claim the amount paid in respect of the £10 call, but also nearly £1,500,000 paid in respect of their shares. It transpired during the argument that the claims of creditors to the extent of over £1,000,000 in respect of guarantees are disputed, and from this it would appear that the liquidation of the company, through its intimate connection with the acts of some of the partners of the old firm, is likely to be involved in very serious litigation. The members of the Defence Association have, through the advice of the committee, decided upon paying their money into Chancery, and have remitted the funds for that purpose.

The half-yearly meeting of the Ceylon Company (Limited) is called for the 18th December, to declare an interim dividend.

At a meeting of the Eastern Bengal Tea Company (Limited), on the 27th ult., it was resolved to wind up the company voluntarily under the supervision of the Court of Chancery, and Mr. F. B. Small was appointed liquidator.

The directors of the China Steamship and Labuan Coal Company (Limited) have issued a circular announcing a call of £1 per share in accordance with the terms of the circular of 4th October last, and urging punctual payment, in order to enable the reconstruction plan to be carried out without delay.

In a late issue we noticed the return of the acceptances of Messrs. J. B. Cumming and Co. We understand that telegrams have been received announcing the suspension of the house in Singapore, Messrs. Cumming, Beaver and Co.

The premises of the old Agra and Masterman's Bank, in Nicholas-lane, Lombard-street, covering a very large area, have been put up at auction, but were bought in. It has been suggested that these premises, from their peculiar situation and extent, comprising a frontage in Lombard-street as well as Nicholas-lane and Clement's-lane, would form an admirable site for the city Post-office, which is at present confined to very inconvenient dimensions.

The Union Bank of Australia has issued a notice inviting tenders for £400,000 six per cent. Queensland Government debentures, the first portion of £600,000 entrusted to their charge. The disposition of late on the part of investors has been decidedly towards colonial securities, and the present transaction it is believed will be successful. The issuing price is £91 per £100 debenture, including interest from the 1st of July last, and payments will be required between the present date and the 8th of January.

The prospectus has been issued of the Union Hill Silver Company (Limited), (Nevada), with a capital of £60,000, in £6,000 shares of £10 each. The deposit on application is 10s. per share; on allotment £1 10s. No call is to exceed £1 per share, and only at intervals of two months. The property, it is

stated, consists of three extensive silver mines in the best part of the richest district in Nevada. The Northerner, the Morning Glory, and the Blazing Star, are the names of the mines. The owners take payment in 3,000 fully paid-up shares, and these shares are not to be entitled to any dividend until and after 20 per cent. per annum has been paid to ordinary shareholders.

The prospectus of the Nicaragua Railway Company (Limited) has been issued. The object is to open a transit route between the Atlantic and Pacific Oceans, through Nicaragua, as projected by Captain Bedford Pim. The nominal capital is £1,000,000, in shares of £10 each, one-half to be now issued. The first shareholders are to receive, from the free grants of land conceded to the company, in perpetuity ten acres for each share allotted. There is a highly respectable provisional committee, including Captain Bedford Pim, R.N.; Mr. Charles Bell (Thomson, Bonar, and Co.), Admiral Young, director of the Royal Mail Company; Mr. Eden Colville, director of the Panama, New Zealand, and Australian Steam Company; Capt. Maury, LL.D.; Mr. Parke Pittar (P. Pittar and Co.), Mr. A. A. Pollock, &c. Mr. Hawksley, C.E., and Mr. Collinson, C.E., are the engineers.

The liquidators of the Scinde, Punjab, and Delhi Bank Corporation have issued a circular stating that they have £200,000 available toward a part return of capital to the shareholders. This capital, under a provisional arrangement with the National Bank of India, was to have been handed over to that institution, which was to issue shares at par for the amount; but some of the Scinde shareholders were promised, at one of the public meetings of the company, the option of taking such shares or of receiving cash, and as the National Bank of India object to the arrangement being carried out, except in its entirety, a request has been addressed to the Board of that bank at Calcutta to authorise the cancelling of the scheme, in which case the liquidators will be enabled forthwith to distribute the funds in hand. A further distribution of about £70,000 is hoped to be ultimately made.

Mr. John Stuart, Secretary and Treasurer of the Bank of Bombay for twenty years previously to 1860, and whose management of its business is considered to have been most successful, has been reappointed by the directors, and will proceed to Bombay by the steamer of the 18th of December.

Advices from Liverpool announce the failure of a firm of wine brokers, owing, it is stated, to transactions in the China trade. The assets are expected to produce about 10s. in the pound.

The Board of Trade Returns for the month of October, 1866, and for the ten months ended 31st October, have been published. The month of October, 1865, was one of extraordinary activity in our export business, but the returns for the past month show an increase of nearly nine per cent. over the totals of that date. Compared with the corresponding month of 1864, there is an increase of about 31 per cent. The improvement over last year is chiefly under the heads of cotton and woollen manufactures and miscellaneous or "unenumerated" articles. In the shipments of cotton yarn there has been an increase of 28 per cent. in value and 39 per cent. in quantity, and in cotton manufactures an increase of nine per cent. in value and 17 per cent. in quantity. Woollen goods figure for a falling off in quantity, but an increase of 10 per cent. in value. The value of the exports during the month of October of this present year was £16,895,894, against £15,547,225 in the same month of 1865, and £12,871,491 in October, 1864. For the period of ten months ended 31st October the total value of the exports from this country was:—For 1866, £158,832,792; for 1865, £135,264,602; and for 1864, £136,275,652. These figures show an increase in value for 1866 over 1865 of £23,568,490, or about 17 per cent.; and an increase over 1864 of £22,557,140, or 16 per cent. Of the enumerated imports we have returns up to the 30th September, the total value for that month during the three years being as follows:—For 1864, £19,961,633; for 1865, £21,632,731; and for 1866, £18,305,015. For the nine months ended September 30, 1864, their value was £160,974,110; for the same period of 1865, £137,303,165; and for 1866, £174,167,605. It will be observed that there is a decrease in value of £3,276,716 in the imports for the month as compared with 1865, and of £1,605,618 as compared with September 1864; but for the nine months there is a steady increase, the amount being as follows:—Increase for 1866 over 1865, £36,864,440; and over 1864, £13,193,495.

Unless these operations have been persistently carried on upon unremunerative terms, a supposition for which there is not the slightest ground, there must already have been some progress towards the accumulation of new wealth in the country to repair the disasters of the panic, and when we consider the enormous amounts yearly received in the shape of foreign and colonial dividends it will be seen that the process of accumulation must be going on at a rate which will not long remain without forcing some new channel for investment, if all the old channels are to be distrusted and abandoned, as would seem to be the present resolution of the public. The extent and value of our trade with the ports and countries in the Far East contribute the following figures to the Returns before us:—

EXPORTS TO CHINA AND HONG KONG.

	Quantity for the Month ended 31st Oct.		
	1864.	1865.	1866.
Cotton yarn ..	40,000 ..	4,000 ..	637,600 lbs.
Cotton manufactures ..	2,504,781 ..	11,035,749 ..	24,460,664 yds.
Worsted stuffs ..	599,225 ..	1,125,570 ..	1,044,598 "
Woolen & worsted cloths.	109,565 ..	71,571 ..	153,552 "
Lead ..	542 ..	449 ..	585 tons
	Quantity for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
Cotton yarn ..	1,762,893 ..	921,178 ..	4,244,196 lbs.
Cotton manufactures ..	57,626,503 ..	98,354,228 ..	152,511,977 yds.
Worsted stuffs ..	11,883,246 ..	13,522,332 ..	16,880,242 "
Woolen and worsted cloths	1,505,488 ..	1,382,802 ..	1,596,639 "
Lead ..	6,639 ..	1,702 ..	4,596 tons.
	Value for the Month ended 31st Oct.		
	1864.	1865.	1866.
Cotton yarn ..	£4,907 ..	£500 ..	£53,568
Cotton manufactures ..	68,772 ..	242,981 ..	524,141
Worsted stuffs ..	47,575 ..	79,240 ..	64,961
Woolen & worsted cloths	27,257 ..	9,549 ..	21,578
Lead ..	8,407 ..	3,312 ..	6,718
	Value for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
Cotton yarn ..	£218,660 ..	£87,966 ..	£389,113
Cotton manufactures ..	1,626,207 ..	2,142,340 ..	3,632,797
Worsted stuffs ..	786,701 ..	1,004,020 ..	1,070,086
Woolen and worsted cloths	260,291 ..	229,700 ..	265,146
Lead ..	145,340 ..	36,182 ..	100,980

The quantities and value of Cotton Yarn exported to other countries in the Far East are given as follows:—

To	Quantity for the Month ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	15,200 ..	47,100 ..	128,400 lbs.
Singapore ..	11,416 ..	37,700 ..	95,950 "
	Quantity for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	759,318 ..	1,074,400 ..	1,379,144 lbs.
Singapore ..	161,026 ..	267,200 ..	735,976 "
	Value for the Month ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	£1,425 ..	£4,155 ..	£6,018
Singapore ..	1,570 ..	5,572 ..	15,371
	Value for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	£26,081 ..	£23,451 ..	£78,243
Singapore ..	92,167 ..	100,864 ..	137,225

The quantities and value of Cotton Manufactures during the several periods of the respective years are as follows:—

To	Quantity for the Month ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	1,068,919 ..	2,343,715 ..	2,256,913 yds.
Singapore ..	463,145 ..	2,736,803 ..	2,143,461 "
Java ..	957,833 ..	2,769,518 ..	5,953,521 "
Philippine Islands ..	3,126,223 ..	3,188,519 ..	3,252,329 "
	Quantity for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	11,282,761 ..	11,753,720 ..	20,911,215 yds.
Singapore ..	20,909,540 ..	36,973,228 ..	45,123,876 "
Java ..	18,082,605 ..	25,242,053 ..	47,752,868 "
Philippine Islands ..	19,900,645 ..	25,714,866 ..	23,253,746 "
	Value for the Month ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	£35,104 ..	£56,295 ..	£50,615
Singapore ..	12,047 ..	61,917 ..	46,753
Java ..	27,796 ..	65,148 ..	119,367
Philippine Islands ..	88,740 ..	76,484 ..	80,593
	Value for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	£371,983 ..	£286,437 ..	£492,958
Singapore ..	558,331 ..	769,403 ..	1,029,046
Java ..	484,882 ..	554,234 ..	1,110,576
Philippine Islands ..	546,257 ..	618,162 ..	603,106

The following Returns show the total quantity and value of the several articles named exported from the United Kingdom during the ten months ended 31st October, 1866:—

	Quantity.	Value.
Cotton yarn ..	113,299,717 lbs. ..	£11,246,015
Cotton manufactures ..	48,565,774 yds. ..	£1,099,483
Worsted stuffs ..	152,611,902 ..	18,750,552
Woolen and worsted cloths	30,002,120 ..	4,692,354
Lead ..	26,738 tons ..	599,149

During the month of September and the nine months ended 30th Sept. of the present and two preceding years, the value of the Exports to the several countries mentioned was as follows:—

To	Value for the Month ended 30th Sept.		
	1864.	1865.	1866.
China(exclusive of H. Kong).	£239,991 ..	£245,733 ..	£233,426
Ceylon ..	100,732 ..	79,640 ..	73,409

Cochin-China, Camboja, and

	1864.	1865.	1866.
Tonquin ..	— ..	— ..	—
Egypt ..	345,876 ..	513,568 ..	672,832
Hong Kong ..	180,037 ..	210,966 ..	145,704
Japan ..	91,418 ..	88,951 ..	8,747
Netherlands India (Java, &c.)	46,012 ..	57,599 ..	130,692
Philippine Islands ..	8,980 ..	128,681 ..	83,851
Singap. and Eastern Straits	67,188 ..	85,288 ..	206,917
Siam ..	3,616 ..	— ..	—

Value for the Ten Months ended 30th Sept.

China(exclusive of H. Kong)	£2,308,522 ..	£2,572,302 ..	£3,714,029
Ceylon ..	627,286 ..	449,467 ..	774,109

Cochin-China, Camboja, and

	1864.	1865.	1866.
Tonquin ..	— ..	— ..	940
Egypt ..	4,478,083 ..	3,946,158 ..	5,726,874
Hong Kong ..	1,347,773 ..	1,168,639 ..	1,816,796
Japan ..	431,821 ..	986,107 ..	1,101,091
Netherlands India (Java, &c.)	640,055 ..	639,219 ..	1,208,895
Philippine Islands ..	616,739 ..	741,155 ..	668,051
Singap. and Eastern Straits..	970,756 ..	1,103,897 ..	1,493,562
Siam ..	15,129 ..	22,365 ..	4,088

IMPORTS.

The total quantity of Raw Cotton imported into the United Kingdom (so far as the landing accounts were made up) during the month and ten months ended 31st October, and the value for the month and nine months ended 30th September of the present and two previous years are thus given:—

From	Quantity for the Month ended 31st Oct.		
	1864.	1865.	1866.
British India ..	675,607 ..	544,496 ..	640,435 cwt.
China ..	37,804 ..	7,506 ..	1,380 "
Egypt ..	7,986 ..	150,622 ..	13,083 "
Total from all parts ..	823,585 ..	855,495 ..	819,957 "

	Quantity for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
British India ..	3,355,747 ..	3,125,905 ..	4,804,234 cwt.
China ..	609,136 ..	309,031 ..	34,767 "
Egypt ..	892,419 ..	1,256,893 ..	785,636 "
Total from all parts ..	6,146,796 ..	6,135,565 ..	10,610,271 "

	Value for the Month ended 30th Sept.		
	1864.	1865.	1866.
British India ..	£3,700,727 ..	£3,936,912 ..	£2,873,071
China ..	258,926 ..	— ..	66,640
Egypt ..	462,154 ..	852,744 ..	324,564
Total from all parts ..	5,830,076 ..	6,242,847 ..	4,633,578

	Value for the Nine Months ended 30th Sept.		
	1864.	1865.	1866.
British India ..	£24,862,133 ..	£14,181,006 ..	£19,012,950
China ..	4,945,209 ..	1,449,687 ..	144,640
Egypt ..	11,354,653 ..	8,946,915 ..	6,951,304
Total from all parts ..	56,334,266 ..	36,187,355 ..	62,838,122

Of Raw Coffee imported from British Possessions the quantity and value were as follows:—

From	Quantity for the Month ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	3,638,817 ..	5,186,283 ..	10,246,226 lbs.
Other British Possessions	3,995,279 ..	2,086,124 ..	1,339,071 "

	Quantity for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
Ceylon ..	59,511,661 ..	67,956,617 ..	63,473,394 lbs.
Other British Possessions	17,393,669 ..	18,413,882 ..	15,619,119 "

	Value for the Month ended 30th Sept.		
	1864.	1865.	1866.
Ceylon ..	£289,238 ..	£506,383 ..	£194,697
Other British Possessions	135,219 ..	111,901 ..	94,342

	Value for the Nine Months ended 30th Sept.		
	1864.	1865.	1866.
Ceylon ..	£1,919,621 ..	£2,158,944 ..	£1,748,297
Other British Possessions	419,245 ..	542,150 ..	477,515

The Returns are given of the quantity and value of Unrefined Sugar imported from Java and the Philippine Islands:—

	Quantity for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
Of 2nd quality ..	436 ..	2,117 ..	3,830 cwt.
Of 3rd do. ..	129,403 ..	152,254 ..	57,181 "
Of 4th do. ..	80,778 ..	373,996 ..	316,926 "

	Value for the Nine Months ended 30th Sept.		
	1864.	1865.	1866.
Of 2nd quality ..	£632 ..	£2,214 ..	£4,692
Of 3rd do. ..	130,367 ..	153,687 ..	53,226
Of 4th do. ..	100,259 ..	365,892 ..	236,104

Of Hemp imported from the Philippine Islands the quantity for the ten months and value for the nine months are thus given:—

	Quantity for the Ten Months ended 31st Oct.		
	1864.	1865.	1866.
Quantity to 31st Oct.(cwt.) ..	134,002 ..	17,688 ..	42,040
Value to 30th Sept. ..	£215,928 ..	£249,639 ..	£81,187

The total quantity of the several Imports named brought into this country from all parts during the ten months ended 31st October, and their value for the nine months ended 30th September, are thus returned:—

	Quantity.	Value.
Coffee (lbs.) ..	99,856,776 ..	£2,779,742
Raw Silk (lbs.) ..	4,103,084 ..	4,307,561
Tea (lbs.) ..	103,057,208 ..	6,808,709
Unrefined sugar (cwt.) ..	9,396,607 ..	8,842,473

The following quantities of the undermentioned articles remained in the bonded warehouses of the United Kingdom on the 31st October, of the present and two former years:—

	Quantity.		
	1864.	1865.	1866.
Coffee (lbs.) ..	34,475,379 ..	30,332,937 ..	32,767,941
Tea (lbs.) ..	87,681,110 ..	77,767,313 ..	86,171,764
Unrefined Sugar (cwt.) ..	4,154,800 ..	3,432,671 ..	3,930,928

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov. 24	Taymouth Castle	Hinds	Canton	Deal.
— 25	Dordrecht	Verhoven	Batavia	Texel.
— 26	Peterborough	Orchard	Shanghai	London.
— 26	Alma	Reimers	Bussell	Falmouth.
— 26	Benvenue	Harris	Penang	Deal.
— 27	Sinbad	Kooy	Batavia	Texel.
— 28	Lauderdale	Hutchings	Hankow, &c.	Deal.
— 28	Amber Witch	Langlois	Foo-chow-Foo	Do.
— 28	Scott	Laylock	Galle, &c.	London.
— 28	Mary Ann	Graves	Colombo, &c.	Do.
— 27	Lochnagar	Blackfill	Manila	Deal.
— 26	Comus	Black	Batavia	Helvoet.
— 28	Ironside	Clare	Manila	Deal.
— 28	Queen of Avon	Hopper	Rangoon	Liverpool.
— 28	Hard of Avon	—	Do.	Clyde.
— 40	Balaklava	Stewart	Penang	London.
— 30	Theresa	Derrick	Manila	Falmouth.
— 17	Castleton	Hall	Do.	New York.
— 18	Ann Lucy	Wade	Macao	Do.
— 19	Wave	Henderson	Nagasaki	Do.
— 20	Leopoldine Bauer	Succovich	Zebu	Boston.
Dec. 2	Ornate	English	China	Deal.
— 1	Industry	Bennett	Akyab	Queensdown.
Nov. 29	Java	Mann	Batavia	Texel.
Dec. 3	Loretto	McLeod	Akyab	Falmouth.
— 4	Star of China	Hodge	Shanghai	London.
— 4	Oriente (?)	—	Foo-chow-Foo	Off the Lizard
— 4	Orbe	—	Penang	London.
— 4	Melbrek	—	China	Deal.
— 4	Aliquis	—	Do.	Do.
— 2	Garibaldi	Hoyt	Do.	Queensdown.
Nov. 30	Johanna	Ouwchand	Batavia	Texel.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov. 24	Medway	Gieves	Colombo	London.
— 25	Gentoo	Freeman	Manila	Cardiff.
— 27	Kon. Ned. Yacht Club	Swart	Sourabaya	Hartlepool.
— 27	Min.	Sargent	Hg. Kong & Canton	London.
— 24	Boenherges	Dunn	Hong Kong	Cardiff.
— 25	J. N. A. Lorentsen	Jessen	Do.	Do.
— 6	Luisa Carreraro	—	Shanghai	New York.
— 28	Lennox Castle	Brunton	Do.	London.
— 26	Nellie Hastings	Hall	Japan and Cardiff	Liverpool.
— 29	Hoang Ho	Carrington	Shanghai	London.
— 29	Coral Nymph	Winchester	S'derland & Shanghai	Do.
— 1	Meteor (s.)	Watson	China	Rio de Janeiro.
Dec. 1	Belle of Southesk	McKenzie	Singapore	London.
—	Nederland & Oranje	Moller	Batavia	Rotterdam.
—	Peiho (s.)	Robson	China	Hamburg.
—	Telanak	Popken	Batavia	Amsterdam.
—	Boni	Rotgans	Do.	Do.
—	Elizabeth	Feenstra	Do.	Rotterdam.
—	Helen Anna	Aalborg	Do.	Do.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Medina, Eliza Shaw, Cymbeline, Anazi. For Nagasaki and Yokohama: Rifle. For Shanghai: Sir Lancelot, City of Aberdeen, Laurel, Gossamer, Vigil, Coulmakyle, Lauderdale. For Hong Kong: Burdwan. For Hong Kong and Canton: Dora, John Milton, Pak Wan. For Hong Kong, Amoy, and Foo-chow-Foo: Argonaut. For Singapore and Penang: Zingra. For Penang: Ceylon. For Batavia, Samarang, and Sourabaya: Pieter Adolf. For Manila: Ogono. For Colombo: Aboyne, Boyne, Cape City, Spirit of the North.

At LIVERPOOL.—For Hong Kong: Everest. For Singapore: George and Henry, Twilight. For Manila: Trinidad. For Mauritius, Penang,

Singapore, Hong Kong, and Shanghai: Agamemnon (s.). For Batavia and Sourabaya: Caroline, Java, Arches. For Galle: Hurry Puddemsey. At GLASGOW.—For Penang: Trambaze. For Batavia and Sourabaya: Sea Wave, Priam.

At GREENOCK.—For Shanghai: Titania.

SPOKEN.

SUZANNE, Bordeaux to Singapore, Nov. 12, 24 N., 23 W.
 ENGEL, Liverpool to Batavia, Oct. 20, 7 N., 24 W.
 SAILOR PRINCE, Manila to New York, Sept. 23, 31 S., 11 E.
 DARTMOUTH, Shanghai to London, Sept. 20, 16 N., 115 E.
 LICHTSTRAAL, Rotterdam to Batavia, Sept. 16, 12 N., 26 W.
 CHAMPION (barq.), London to Penang, Oct. 30, 10 N., 25 W.
 RINGDOVE (Dut. ship), from H. Hong, 60 days out, off the I. of Buro.
 JOHANNA, Sourabaya to Holland, 27 N., 32 W.
 MEDEA, Rotterdam to Batavia, Nov. 11, 22 N., 24 W.
 JUBILEE, London to Shanghai, Oct. 27, 8 N., 22 W.
 CAPIOLANI, London to Japan, Oct. 1, 23 S., 29 W.
 KANAGAWA, Newcastle to Batavia, Oct. 1, 23 S., 29 W.
 PROF. V. D. BOOM, Newcastle to Batavia, Oct. 9, 19 S., 28 W.
 ANN & CATHARINE, Penang to L'd'n., 114 days out, Nov. 24, 47 N., 13 W.
 SHIP, 3rd D. P. No. 9807 (Formby), Shang. to L'd'n., Nov. 9, 17 N., 29 W.
 HAVELOCK, London to Japan, Nov. 5, 7 N., 23 W.

FREIGHTS AND CHARTERS.

Considerable inactivity still prevails in the export trade; nevertheless outward berth freights remain steady at our last quotations. In homeward business we have no transaction to report.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meat. To Nagasaki: 50s. weight or meat. To Shanghai: 45s. weight, 45s. to 47s. 6d. meat. To Amoy: 45s. weight or meat. To Foo-chow-Foo: 45s. weight or meat. To Hong Kong: 35s. weight or meat. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meat. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £43. For Singapore: £33. For Shanghai: £52. For Saigon: £50. For Yokohama: £50. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 11s. For Shanghai: £2 12s. For Saigon: £2 8s. For Yokohama: £2 8s. Batavia: £1 6s.

MISCELLANEOUS.

At CALLAO.—Oct. 19, R. Pratalongo, Bretunn, from Macao; Oct. 22, Lima, Monkwell, from Macao; Oct. 15, Forest King, Jones, from Monte Video, and sailed Oct. 17, for China.

CASUALTIES.

The Dewa Gungadur, which arrived in the river on Nov. 19, from Foo-chow-Foo, reports that on Oct. 29 she spoke the Annie Kimball, of Beverly, United States, from New York to Shanghai, which vessel had encountered a hurricane on Sept. 22, during which she sprang a leak, shifted cargo, and lost sails and half her fresh water.

The Wilhelmina Johanna, Albert, from Batavia to Rotterdam, which put into Algoa Bay on Oct. 19, leaky, had lost bulwarks, &c., and thrown overboard 150 bags of coffee.

Accounts from Brouwershaven state that the Elizabeth, Muller, which sunk there during a gale on Nov. 24, was bound from Batavia to Rotterdam, and that the crew were saved, but three passengers drowned.

The Raphael, Winslade, from Marseilles for Yokohama, put in at Pernambuco on Nov. 9, having been in collision on Oct. 28, when she sustained the loss of mizenmast and other damage.

The Ann Lucy, Wade, from Macao, which arrived at New York on Nov. 18, had lost sails, maintopmast, &c., in the China Sea.

The Wave, Henderson, from Nagasaki, which arrived at New York on Nov. 19, had split sails, stove bulwarks, sprung rudder, and had been on her beam ends during a typhoon in the Pacific Ocean from June 23 to 25.

The Java, Mann, from Batavia, which arrived at Texel on Nov. 29, had encountered heavy gales in the North Sea from Nov. 25 to 27, and had sustained much damage to sails and rigging.

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They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two. Threadneedle-street, London, 1866.

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Interest at 10 per cent. per annum will be charged on the amount overdue if the call be not paid by the day named, and interest at 6 per cent. per annum will be allowed on all calls paid in advance.

The Transfer Books of the Company will be closed until payment of the call.—By order of the Board,

JAS. TAIT, Acting Secretary.

Ethelburga House, Nos. 70 and 71, Bishopsgate-street, London, Nov. 28, 1866.

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Amoy, March, 1865.

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MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER and CO.

To follow the "Aboyné," and will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful China Clipper, SPIRIT OF THE NORTH, A. 1. 10 years, 663 tons register, ALEXANDER MATTHEW, Commander, lying in the East India Docks. This splendid clipper ship, well-known in the China trade, having just re-classed and newly coppered, offers a first-rate opportunity to shippers of fine goods.

For freight or passage apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BAIGES, 51, Great St. Helen's, Bishopsgate-street, E.C.

HOLLOWAY'S OINTMENT. — Throat

Affections.—All varieties of these distressing complaints may be readily and effectively treated by rubbing this Ointment twice a day upon the neck and chest, and supporting the strength by suitable nourishment. By this simple means diphtheria, ulcerated and relaxed throat, irritation of the windpipe, quinsy, and all glandular enlargements, will have their progress arrested, and the destruction they have caused repaired. Holloway's Ointment is the most trustworthy remedy for all internal and external throat ailments, and may be safely and effectively employed in every case, without regard to season, sex, age, or constitution. It is highly extolled for its ready cures of spasmodic coughs, chronic hoarseness, and all disagreeable discharges from the throat and nose.

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.



NOTICE TO SHIPPERS AND PASSENGERS by the OVERLAND ROUTE.
The CHINA STEAM AND LARUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Impériales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 104 per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM TO INDIA, AUSTRALIA, &c., via EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 19th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 129, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For passage, freight, and information apply to B.W. and H. HORN, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Impériales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

* Passengers enstowed of Suez securing their berths in London are entitled to the conveyance of their luggage to Marseilles.

STEAM TO INDIA, via the CAPE.

The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA.

THE PACIFIC MAIL STEAMSHIP COMPANY

despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, en route thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

For particulars of Freight, through passage rates, &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT.
BRINDISI to ALEXANDRIA—Contract Passage, 82 hours.

It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale

under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 6 A.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 575s; 2nd class, 200s; 3rd class, 90s, and vice versa.

For further particulars apply to FLORENCE, via Montebello, 42; PARIS, Rue de L'Université, 108; LONDON: Messrs. PALMER, 44, Eastcheap, E.C.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.



THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY (limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE.
From Liverpool ... 5th February.
Leaving San Francisco ... 3rd April.
Due at Yokohama ... 23rd April.
Due at Hong Kong ... 2nd May.

Making a connection at Yokohama to and from Shanghai. The steamers will be despatched at regular intervals as soon as those building for the Pacific Mail Company, specially for the service, are ready.

RATES OF PASSAGE FROM LIVERPOOL.
To Yokohama ... First Cabin, £110 10s.
To Hong Kong ... " £120 10s.
To Shanghai ... " £120 10s.

FRIGHT, FREE OF PRIMA.
Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

The homeward rates of freight will be fixed by the Agent of the Pacific Mail Steamship Company at the above Ports.

ARTHUR B. FORWOOD, Managing Director.
OFFICES:—LIVERPOOL, The Temple, Dale-street, LONDON, 117, Leadenhall-street; HAVRE, J. M. Currie.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, and GLOBE PARCEL EXPRESS.



PARCELS, PACKAGES, and MERCHANDISE forwarded, and **PASSAGES** engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN ISLANDS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rates to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W. and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.



ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Gossamer	A1 15 yr.	W.I.D.	With des.
Shanghai	Vigil	AA 1	W.I.D.	With des.
Manila	Ogono	3-3d=A1	W.I.D.	With des.
Hong Kong	Amoy & Foo-chow	Argonaut	Newship	E.I.D. With des.
Hong Kong	Burdwan	Al 14 yr.	W.I.D.	With des.
Kanagawa and Yokohama	Medina	Al 13 yr.	W.I.D.	With des.
Ditto	Cymbeline	Al 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

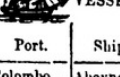


CHINA AND JAPAN.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	City of Aberdeen	A1 14 yr.	E.I.D.	Dec. 5
Shanghai	Challenger	A1 12 yr.	E.I.D.	To follow.
Hong Kong & Whampoa	Pak Wan	A1 14 yr.	E.I.D.	With des.
Nagasaki & Kanagawa	Rifle	A1 13 yr.	W.I.D.	With des.
Kanagawa (Yokohama)	Anazi	A1 14 yr.	E.I.D.	With des.

For Freight or Passage apply to KILICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

CEYLON, INDIA, AND CHINA.



THE undermentioned will despatch the following magnificent first-class VESSELS:—

Port.	Ships.	Tons.	Class.	Dock.	Date of Sailing.
Colombo	Aboyne	445	A 110 yrs.	L.D.	Dec. 7.
Ditto	Spirit of the North	663	A 110 yrs.	F.T.D.	Dec. 20.
H. Kong	Dora	372	A 110 yrs.	W.I.D.	Dec. 12.
Sadashigur Cannanore	Beyport				
& Cochin	Abd. Medjid	402	AA 1	W.I.D.	W. des.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.



FROM LIVERPOOL.

Destination.	Ships.	Tons.	Class.	To Sail.
Batavia & Sourabaya	Caroline	462	—	Imm.
Batavia & Singapore	Archos	449	A 110 yrs.	"
Hong Kong & Whampoa	Everest	571	A1 13 yrs.	"
Calcutta	Waverley	1000	—	"
Calcutta	Jane Porter	953	A 1	"

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.



To sail 12th December.

HONG KONG and WHAMPOA.

—Warranted First Ship.—The clipper barque DORA, A 1 ten years, 379 tons, C. BROWN, Commander; West India Docks.

This fast sailing vessel (having made her last passage from Colombo in 94 days) offers a favourable opportunity to shippers, and will shortly be despatched.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.



To sail on 10th December. Regular Line of Packet Ship.

FOR HONG KONG AND WHAMPOA, the very fast, new clipper

JOHN MILTON, A 1, 14 years, 618 tons register, A. PIROUET, Commander; lying in the East India Docks. This ship, built last year, made the passage to China against the Monsoon in 104 days.

Has good accommodation for passengers. For Freight or Passage apply to SHAW, LOWTHREY, and MAXTON, 2, Royal Exchange-buildings, London, E.C.



FOR SHANGHAI, to sail, on the 28th December, from Greenock, the

very superior new Clyde-built China clipper TITANIA, A 1 14 years, 878 tons register, ROBERT DEAS, Commander. This most beautiful vessel has been expressly built by Messrs. B. STEELE and Co., of Greenock, for the China trade, and is expected to be the fastest clipper afloat.

For Freight or Passage apply to THOMAS SKINNER and Co., Glasgow; or to SHAW, LOWTHREY, and MAXTON, 2, Royal Exchange-buildings, London, E.C.



To sail on the 10th of January.

FOR SHANGHAI, the well-known clipper FALCON, A 1 13 years, 793 tons

register, J. J. GUNN, commander, lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHREY, and MAXTON, 2, Royal Exchange-buildings, London, E.C.



FOR SHANGHAI Direct (last shipping day 13th December), the magnificent China clipper ship LAUREL, A 1

thirteen years, 638 tons register, GEORGE MOODIE, Commander; lying in the East India Docks. This well-known ship (owned by Messrs. John Willis and Son) is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., of 27, Leadenhall-street, E.C.



SHANGHAI Direct, with quick despatch, the magnificent China clipper

ship LAURDALE, A 1 thirteen years, 851 tons register, C. W. H. HUTCHINS, Commander; loading in the East India Docks. This splendid ship, owned by Messrs. John Willis and Son, is well known in the China trade, and strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C.



FOR SHANGHAI Direct, the well-known Aberdeen clipper-built ship

COULNAKYLE, A 1 thirteen years, 579 tons register, ALEXANDER MORISON, Commander; West India Docks. This magnificent ship, built under special survey for the China trade by Messrs. Hall, and noted for her quick passages, is strongly recommended for the shipment of fine goods.

For Freight or Passage apply to WM. JAMIESON and Co., 9, Fenchurch-street, E.C.



Will meet with very quick despatch.

FOR SADASHIGUR, CANNANORE, BEYPORE, and COCHIN.

The beautiful clipper ship, ABDUL MEDJID, A 1 (owned by Messrs. Vanner, Prest, and Lythe), 402 tons register, J. FITON, Commander; West India Docks. This fine little vessel has been especially selected to follow the Millbrook.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.



COLOMBO Direct, warranted first ship, has room for a few tons of light freight

only, and will be despatched in a few days, the beautiful clipper ship, ABOYNE, A 110 years, 445 tons register, J. GRANT, Commander; London Docks. This fast-sailing vessel, built in 1864, offers the best opportunity for shippers of fine goods.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.



Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Thursday, Dec. 6, 1866.